

Italian **DOCUMENTS AND NOTES** **AFFAIRS**

THE GENERAL ELECTIONS

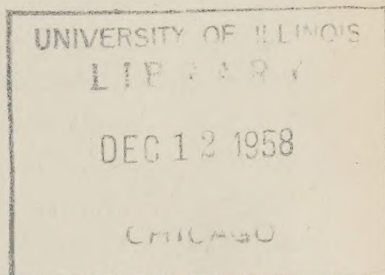
THE TRENTINO-ALTO ADIGE REGION

THE STATE RAILWAYS

THE NATIONAL GALLERY OF CAPODIMONTE

R O M E

PRESIDENCY OF THE COUNCIL OF MINISTERS OF THE ITALIAN REPUBLIC
I N F O R M A T I O N S E R V I C E



This Handbook, which contains factual and statistical information about Italy compiled from official and authoritative sources, is not intended to be exhaustive, but to provide basic data on the main aspects of Italian life.

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THE GENERAL ELECTIONS

The Official Results for the Senate and the Chamber of Deputies. The Third Parliament of the Italian Republic

The General Elections for the Senate and the Chamber of Deputies, held on May 25 last, produced a high percentage of voters: 93.99% and 93.72% respectively.

Persons officially eligible to vote for the *Chamber of Deputies* numbered 32,436,022 (15,538,421 male – 47.9% and 16,897,601 female – 52.1 %). The electorate numbered 30,280,342 in the 1953 elections and the increase of over two million is due to natural causes and the inclusion of persons previously unable to vote for various reasons.

Persons eligible to vote for the *Senate* numbered 29,148,927 (13,895,912 male – 47.7 % and 15,253,015 female – 52.3 %) against 27,164,940 in the previous elections.

Table I – GENERAL ELECTIONS 1958. ITALIAN CHAMBER OF DEPUTIES.
LEGAL VOTES CAST AND SEATS OBTAINED BY INDIVIDUAL PARTIES

P A R T Y	No. of Votes	%	Seats obtained		
			Constit- uencies	Pool (b)	Total
PCI	6,704,454	22.7	131	9	140
PSI	4,206,726	14.2	75	9	84
PSDI	1,345,447	4.5	14	8	22
PRI-P. Rad.	405,782	1.4	2	4	6
DC	12,520,207	42.4	263	10	273
PLI	1,047,081	3.5	9	8	17
PMP	776,919	2.6	9	5	14
PNM	659,997	2.2	6	5	11
MSI	1,407,718	4.8	15	9	24
PP ST	135,491	0.5	3	—	3
Comunità	173,227	0.6	1	—	1
Others	177,220	0.6	(a) 1	—	1
	29,560,269	100.0	529	67	596

(a) Including uninominal constituency of the Valle d'Aosta. — (b) *Collegio unico nazionale*: a national pooling system under which a certain number of seats are divided among the parties.

Official results show that actual voters numbered 30,399,708 for the Chamber of Deputies and 27,410,840 for the Senate; 54,849 *polling stations* operated throughout Italy during the General Elections, average attendance being 591 persons. Figures for 1953 were 48,743 stations with an average of 621 electors (1).

(1) See also: *The 1953 Election Results for the Chamber of Deputies*. — « Italian Affairs », Vol. V, N. 2, pp. 1139-1144.

CONSTITUENCY	DC	PCI	PSI	PNM	PMP	MSI	PSDI	PLI	PRI and Radicals	Communità	autonomous Regional Movement	Other Party lists
I	635,135	354,984	253,584	43,713	15,126	39,970	119,758	85,577	14,972	71,752	36,266	(a) 15,897
II	392,888	127,432	116,013	17,781	8,158	11,875	70,814	46,760	11,694	24,333	18,403	—
III	446,493	275,957	193,143	15,797	7,869	43,612	67,875	46,141	18,752	5,571	—	(b) 1,048
IV	828,357	501,209	396,040	40,202	40,339	84,207	149,353	124,663	23,055	8,028	4,542	(c) 3,044
V	418,045	94,407	140,726	40,202	4,816	24,220	53,994	27,127	4,736	—	1,714	—
VI	546,208	105,463	143,267	16,255	5,724	30,032	45,497	30,293	4,707	—	4,708	—
VII	210,757	128,912	116,645	4,685	4,685	17,812	19,412	13,361	2,682	—	—	—
VIII	199,805	24,219	37,372	3,547	1,999	17,183	29,576	10,787	1,746	—	675	(d) 135,491
IX	756,794	176,560	210,949	13,032	8,642	43,626	66,140	48,149	7,041	—	1,479	—
X	405,259	116,069	140,519	7,128	7,492	25,455	56,891	22,301	9,576	—	—	—
XI	356,357	89,638	110,008	11,019	5,209	32,136	62,311	18,388	5,632	—	2,802	—
XII	376,593	514,467	215,364	6,027	4,771	38,639	87,833	40,576	74,660	—	—	—
XIII	376,707	366,341	179,962	7,813	2,698	26,535	65,091	30,383	6,408	—	—	(e) 468
XIV	276,740	301,948	129,659	4,664	3,749	30,745	35,757	22,284	8,106	—	—	(f) 827
XV	316,353	135,684	103,034	4,071	3,471	35,001	28,977	13,630	25,055	—	—	—
XVI	167,444	209,183	98,320	4,271	2,579	19,390	17,025	10,629	13,312	—	—	—
XVII	370,597	218,553	130,912	5,016	8,826	34,662	36,657	16,020	29,667	—	—	—
XVIII	712,143	178,429	127,039	6,269	7,865	42,181	18,823	13,245	12,875	—	—	—
XIX	282,579	477,781	258,520	71,736	80,671	206,088	59,989	68,698	49,674	10,344	—	(g) 16,600
XX	327,832	147,142	86,421	24,599	28,471	43,859	23,046	12,341	6,159	—	—	(h) 3,807
XXI	114,013	36,285	10,455	24,599	28,471	9,120	2,400	20,115	1,604	—	—	(i) 5,191
XXII	614,553	370,038	192,872	20,703	258,284	49,303	37,657	36,443	8,357	11,222	—	—
XXIII	415,414	159,544	83,892	53,648	47,025	43,060	34,758	48,510	8,706	3,770	—	—
XXIV	431,155	277,893	127,449	50,888	23,510	64,681	17,350	23,470	6,038	—	—	(j) 2,491
XXV	363,041	154,305	78,354	46,988	13,938	85,424	12,590	15,091	4,698	8,134	—	—
XXVI	159,038	88,214	32,261	5,202	24,685	10,250	6,913	4,953	948	—	—	(m) 2,411
XXVII	483,121	234,800	134,615	20,253	32,917	19,406	19,406	27,695	6,244	—	—	(n) 4,355
XXVIII	582,695	282,695	125,353	54,192	55,513	79,415	35,652	90,873	8,151	—	—	(o) 3,610
XXIX	527,747	268,055	146,410	50,566	29,376	93,615	35,332	51,540	19,563	—	—	(p) 3,303
XXX	337,492	141,839	88									

[illegible]

Party lists presented for election to the Chamber of Deputies totalled 324 with 5,977 candidates (plus 3 for the Valle d'Aosta) against 6,308 candidates (plus 3 for the V. d'Aosta) and 346 party lists in 1953. No changes over 1953 were registered for the Senate which remained stable with 155 party lists and 1,942 candidates (plus 3 for the V. d'Aosta).

Table I shows that 29,560,269 valid votes were cast for the Chamber of Deputies, the seats available being 596, of which 529 represent normal constituencies and 67 a national pooling system (*collegio unico nazionale*). For the purpose of General Elections for the Chamber of Deputies, Italian territory is divided into the following constituencies or colleges: I. Turin-Novara-Vercelli; II. Cuneo-Alessandria-Asti; III. Genoa-Imperia-La Spezia-Savona; IV. Milan-Pavia; V. Como-Sondrio-Varese; VI. Brescia-Bergamo; VII. Mantua-Cremona; VIII. Trento-Bolzano; IX. Verona-Padua-Vicenza-Rovigo; X. Venice-Treviso; XI. Udine-Belluno-Gorizia; XII. Bologna-Ferrara-Ravenna-Forlì; XIII. Parma-Modena-Piacenza-Reggio Emilia; XIV. Florence-Pistoia; XV. Pisa-Leghorn-Lucca-Massa Carrara; XVI. Siena-Arezzo-Grosseto; XVII. Ancona-Pesaro-Macerata-Ascoli Piceno; XVIII. Perugia-Terni-Rieti; XIX. Rome-Viterbo-Latina-Frosinone; XX. L'Aquila-Pescara-Chieti-Teramo; XXI. Campobasso; XXII. Naples-Caserta; XXIII. Benevento-Avellino-Salerno; XXIV. Bari-Foggia; XXV. Lecce-Brindisi-Taranto; XXVI. Potenza-Matera; XXVII. Catanzaro-Cosenza-Reggio Calabria; XXVIII. Catania-Messina-Syracuse-Ragusa-Enna; XXIX. Palermo-Trapani-Agrigento-Caltanissetta; XXX. Cagliari-Sassari-Nuoro; XXXI. Valle d'Aosta; XXXII. Trieste.

The number of valid votes cast for the Senate numbered 26,149,983 for 246 seats (see Table III). Table IV shows the number of valid votes cast for the Senate, divided among the regions and political groups.

Table III — GENERAL ELECTIONS FOR THE SENATE 1958. FINAL RESULTS

P A R T Y	Valid Votes		Seats	P A R T Y	Valid Votes		Seats
	No.	%			No.	%	
PCI	5,700,959	21.8	59	PMP	783,512	3.0	5
PSI	3,687,612	14.1	35	PNM	566,663	2.2	2
PCI-PSI	213,698	0.8	3	MSI	1,122,036	4.3	8
PSI-PSDI-IS	58,662	0.2	—	PNM-MSI	334,031	1.3	—
PSDI	1,136,796	4.4	5	Comunità	142,896	0.5	—
PSDI-PS d'Azione	45,952	0.2	—	SVP (c)	120,068	0.5	(b) 2
PRI-P. Radicale	367,412	1.4	—	MARP (d)	61,088	0.2	—
DC	10,780,864	41.2	(a) 123	PNL (e)	3,588	—	—
PLI	1,024,146	3.9	4				
				Total...	26,149,983	100.0	246

(a) 4 under quorum (2 = Trentino-Alto Adige. 2 = Veneto). — (b) 1 under quorum (Trentino-Alto Adige). — (c) *Sud Tyroler Volks Partei* = South Tyrol Popular Party. — (d) *Movimento Autonomia Regione Piemontese* = Autonomous Movement of Piedmont Region. — (e) *Partito Nazionale Liberale* = National Liberal Party.

Table IV - SENATE - GENERAL ELECTIONS 1958. VOTES PER REGION

REGION	DC	PCI	PSI	PNM	PMP	MSI	PSDI	PLI	PRI and Radicals	Communità	Other party lists
Piedmont	927,590	437,945	334,817	60,590	22,915	39,031	169,135	131,851	16,332	101,349	(a) 56,828
Valle d'Aosta	24,772	—	—	—	—	1,426	—	—	—	—	(b) 28,141
Lombardy	1,805,779	746,880	747,266	53,672	47,403	151,330	248,824	184,701	33,340	8,848	(a) 4,260
Trentino-Alto Adige	180,519	—	(c)	—	—	19,688	(e)	15,004	—	—	(d) 120,068
Veneto	1,134,238	268,337	325,975	(e)	16,665	(e)	127,919	69,701	17,068	—	—
Friuli-Venezia Giulia	252,488	64,172	77,206	10,513	2,599	24,252	43,332	13,141	3,177	—	—
Liguria	408,955	250,650	180,675	17,411	5,221	41,547	65,924	37,955	16,959	3,944	—
Emilia-Romagna	629,462	800,381	351,335	(f)	5,342	(f)	149,307	70,338	77,800	—	—
Tuscany	709,575	675,068	329,000	(g)	9,375	(g)	58,376	37,700	49,050	—	—
Umbria	149,565	135,997	101,466	(h)	—	(h)	10,139	16,551	10,967	—	—
Marches	338,576	187,493	121,216	—	8,006	30,454	30,316	13,333	30,259	—	—
Lazio	712,132	433,515	247,124	55,365	87,553	215,184	52,686	67,836	51,132	10,238	—
Abruzzi and Molise	365,080	164,904	74,051	37,141	44,338	55,221	20,279	31,544	8,235	—	(i) 3,583
Campania	813,470	429,772	214,919	75,277	305,417	112,758	52,749	90,886	13,322	11,355	—
Apulia	655,269	361,685	186,725	122,769	43,490	143,329	21,293	33,961	6,473	—	—
Basilicata	133,199	72,247	31,496	(l)	33,162	(l)	6,296	—	—	7,162	—
Calabria	381,184	205,938	117,972	30,876	31,662	71,829	9,522	34,621	3,882	—	—
Sicily	859,582	465,475	246,369	103,049	89,046	215,987	70,699	149,996	28,916	—	—
Sardinia	299,379	(m)	(m)	(n)	31,318	(n)	(o)	16,027	—	—	—

(c) MARP; (b) IS (SO); (c) PSDI + PSI + IS (58,662); (d) SVP; (e) PNM + MSI (84,878); (f) PNM + MSI (70,904); (g) PNM + MSI (90,534); (h) PNM + MSI (29,480); (i) PNL; (l) PNM + MSI (11,315); (m) PCI + PSI (185,557); (n) PNM + MSI (46,914); (o) PSDI + PS d'azione (45,952).

THE FANFANI CABINET

Biographies of new Ministers

On request, « Italian Affairs » is publishing short biographies of some of the ministers belonging to the Fanfani Cabinet. For biographies of certain ministers readers are asked to refer to previous issues of this magazine.

Presidency of the Council of Ministers and Ministers without Portfolio.

Amintore Fanfani. *Member of Parliament, member of the Christian Democrat Parliamentary Group, Prime Minister and Minister for Foreign Affairs.*

Born at Pieve Santo Stefano (Arezzo) on February 6, 1908. Holds a degree in Economic Science and Commerce. Held a commission in the infantry but, on completion of military service, specialised in Economic History. After writing several studies on social questions, Signor Fanfani was offered a Chair in Economic History at the University of Genoa and successively at Milan University. From 1938 to 1943, he lectured on Economic History at Ca' Foscari, Venice, a period in which he wrote some important essays and comments on the mercantile system and its effects on labour history in Italy and on general economy in Europe.

In 1943, Signor Fanfani left Italy for Switzerland, where he lectured in special camps for Italian military internees, together with Luigi Einaudi, Del Vecchio, Carnelutti and Levi. Attilio Piccioni, Secretary of the Christian Democrat Party, called him to Rome in 1945 to take over the Research Department of the party. With Dossetti he founded SPES (1). Fanfani became a member of the Central Committee of the Christian Democrat Party, and was a deputy in the Constituent Assembly. During the IVth De Gasperi Cabinet, he was appointed Minister of Labour, elected as member for the XVIth constituency in 1948 and re-appointed Minister of Labour in the Vth De Gasperi Cabinet. It was in this capacity that Signor Fanfani launched his plan for the construction of lowprice housing, better known as the « Fanfani-Ina Casa » plan and completed his draft Bill on Employment and « Learn as you Earn » scheme.

As Minister of Agriculture in the VIIth De Gasperi Cabinet (1951-53), he gave great encouragement to the Agrarian Reform Bill, adding to

(1) S.P.E.S. = *Sezione Pubblicazioni e Studi (della D.C.)* = Publications and Research Section (of the Christian Democrat Party).

its success with a ten-year plan for the development of Italian agriculture which called for investments, at reduced interest, in rural building, irrigation and mechanised farming. In 1952, Fanfani followed this up with a further project for the transformation and development of the Italian highlands.

Appointed Minister of the Interior in the VIIIth De Gasperi Government and in the successive Pella Cabinet, he was asked to form a new Government, when Signor Giuseppe Pella handed in his resignation. On January 26th, 1954, he drew up a one-party Cabinet which, however, did not draw a vote of confidence from Parliament. During the same year, he was elected Political Secretary of the Christian Democrat Party, during the Naples Congress, an office in which he was confirmed during the Trent Congress in 1956.

From 1955 onwards, he continued as Ordinary of Economic History at Rome University.

Signor Amintore Fanfani was again elected as member of Parliament for Siena-Arezzo-Grosseto, on May 25, 1958.

Antonio Segni. *Member of Parliament, member of the Christian Democrat Parliamentary Group, deputy Prime Minister and Minister of Defence.*

Born at Sassari on February 2, 1891. A qualified lawyer with a degree in Agricultural and Commercial Law, he was originally a member of the Italian Peoples' Party which he organized in his province. In 1924 he was appointed National Councillor of the party and a candidate in the elections. Author of numerous publications, Segni has taught agrarian law at the universities of Pavia, Perugia and Cagliari. He has also held the office of Rector of Sassari University and acted as editor of the periodical «Studi Sassaresi». He is particular competent in matters of land reform and transformation and is an experienced farmer.

At the beginning of 1943, Signor Segni became one of the organizers of the Christian Democrat Party in Sardinia. Nominated Under-secretary to the Ministry of Agriculture in the 2nd Bonomi Government (December 12, 1944 - June 1945), he retained this office during the Parri Government (June-December 1945) and in the 1st De Gasperi Government.

Signor Segni was elected to the Constituent Assembly for Cagliari, appointed Minister of Agriculture in the 2nd De Gasperi Government and confirmed in this office during a further two cabinets. Re-elected Member of Parliament, in 1948, he continued as Minister for Agriculture in the 5th and 6th De Gasperi governments. Antonio Segni is responsible for the Land Reform Bill which he put into practice. He administered the High Commissioner's Office for Food during the per-

iod January 1950 - July 1951. Appointed Minister of Public Instruction, at this period, he devoted his attention to the functional improvement of the schools and launched a plan which foresaw a further 10,000 posts for secondary school teachers. Re-elected deputy in 1953, he was Minister of Public Instruction in the Pella Government, from August 1953 to January 1954. He became Prime Minister following the resignation of Signor Mario Scelba, in June 1955.

Giulio Pastore. *Member of Parliament, member of the Christian Democrat Parliamentary Group, Minister without Portfolio. Appointed by the Cabinet as Comptroller of the Southern Italy Development Fund and the under-developed areas of Central and South Italy.*

Born at Genoa on August 17, 1902. A self-educated worker, he left the textile factory, where he was employed in 1920, to take an active part in labour union activities under the guidance of Achille Grandi. Journalist and labour union organizer, Pastore covered several appointments in Catholic organizations.

During the clandestine period, Pastore devoted a great deal of time and energy to the administration of the Christian Democrat Party and, with Buozzi and Grandi, drafted the Rome Pact of Labour Unity. Founder and first Secretary of the Italian Workers' Christian Action, he made a great contribution to its thorough organization. He entered the General Confederation of Labour in 1947, as member of the Secretariat, where he remained until the democratic labour movement, which he had prepared, broke away. As leader of the Christian trades union movement, he stated that the Pact of Labour Unity was no longer valid and went on to found the L.G.C.I.L. When this movement joined the Italian Federation of Free Trades Unions in 1950, Giulio Pastore was elected Secretary during the first congress, held at Naples in 1951. He took part in the constitution of the International Federation of Free Trades Unions (London 1949), being appointed member of the Executive Council of this organization, which has almost 60 million members throughout the world. Pastore has been a member of the I.L.O. (International Labour Office) in Geneva for four years.

Elected as a deputy to the Constituent Assembly, he was re-elected in 1948, 1953 and 1958 for the constituency of Turin.

Camillo Giardina. *Senator and member of the Christian Democrat Parliamentary Group, Minister without Portfolio for Administrative Reform.*

He was born at Pavia on March 29, 1907. He is a lawyer and University Professor, teaching at the University of Urbino (1932-33), Messina (1933-35) and Palermo from 1935 until the present time. Dur-

ing the war, Senator Giardina was attached to the Provost Section but, in 1942 he entered the underground movement of the Christian Democrat Party. He was Provincial Secretary for Palermo from 1946 to 1948.

Senator Giardina is a member of the Palermo Academy of Sciences, Literature and Arts and of the Peloritana Academy of Messina, an honorary member of the Committee of Local History of Apulia and a member of the Naples Society of Local History.

He was originally a member of the 6th Parliamentary Committee for Education and Fine Arts. In 1953, he was re-elected Senator and returned to the 6th Committee for Education and Fine Arts.

He entered the Zoli Cabinet in May, 1957, and was appointed Under-secretary to the Ministry of Foreign Commerce.

Senator Giardina's published works include the following: *L'Istituto del Vicere di Sicilia* (The status of Viceroy in Sicily); *Scipione di Castro*; *I boni homines*; *Il Supremo Consiglio d'Italia* (The Supreme Council of Italy); *Studi sulla novazione* (Studies on Novation); *La proprietà degli alberi separata da quella del suolo* (The Ownership of Trees as distinct from the Ownership of Land); *Capitoli e privilegi di Messina* (Institutions and Privileges of Messina); *Studi di storia di diritto* (Studies on the History of Law).

Dino del Bo. *Member of Parliament, member of the Christian Democrat Parliamentary Group, Minister without Portfolio for Parliamentary Liaison.* (See: «Italian Affairs», Vol. V, N. 2, pp. 1137-1138).

Ministry of Foreign Affairs.

Amintore Fanfani. *Minister of Foreign Affairs* (See the preceding pages 2269-2270).

Ministry of the Interior.

Fernando Tambroni. *Member of Parliament, member of the Christian Democrat Parliamentary Group, Minister of the Interior.* (See: «Italian Affairs», Vol. III, N. 4, pp. 421-424).

Ministry of Justice.

Guido Gonella. *Member of Parliament, member of the Christian Democrat Parliamentary Group, Minister of Justice.*

Born on September 18, 1905 at Verona. He is a Doctor of Philosophy and Jurisprudence.

Signor Gonella began as a journalist, editing the magazine « Studium » and the weekly « Azione Fucina ». He was appointed assistant to the Professor of Philosophy and Law at Rome University on graduating. After further studies in Paris, London and Berlin, he obtained his Ph. D. degree and subsequently lectured at Bari and Pavia universities.

Signor Gonella is Secretary of the Juridical Section of the Italian Society for the Advancement of Science, a titular member of the International Institute of the Philosophy of Law and Juridical Sociology.

He was arrested in 1939 and disqualified from teaching as a result of anti-Fascist activities. Although carefully watched by the authorities, he worked with Alcide De Gasperi towards the reorganization of the Christian Democrat Party, and during the Resistance he founded the newspaper « Il Popolo » of which he was editor until 1946. Signor Gonella is also a member of the Committee of Journalists, for which he is a technical consultant.

He was elected as Deputy for Verona and was returned to Parliament in 1948 for the constituency of Verona-Vicenza-Padua-Rovigo. He also became a member of the 6th Committee for Education and Fine Arts. From July 1946 to July 1951, Signor Gonella was Minister of Education and Political Secretary of the Christian Democrat Party from 1950 to 1953. He was re-elected in 1953 for the same constituency, appointed Minister of Justice in the 8th De Gasperi Cabinet and elected to the 3rd. Committee for Justice. In July 1955, Signor Gonella was included in the Segni Cabinet as Minister without Portfolio for the Constitution, Administrative Reform, Sports, Exhibitions and Tourism. He became Minister of Justice in the subsequent Zoli Government, an appointment in which he has been re-confirmed.

His publications include: *The Philosophy of Law according to Antonio Rosmini*; *The Crisis in Contract Law*; *Premises for International Order*; *Principles of Social Order*; *Roman Peace and Carthaginian Peace*. Many of his books have been translated, « Premises for International Order » being widely read in the United States.

Ministry of the Budget.

Giuseppe Medici. Senator, member of the Christian Democrat Parliamentary Group, Minister of the Budget, vice-President of the C.R.I., « Italian Reconstruction Committee ». (See: « Italian Affairs », Vol. III, N. 4, p. 421).

Ministry of Finance.

Luigi Preti. Member of Parliament, member of the Social Democrat Parliamentary Group, Minister of Finance.

Born on October 23, 1914, at Ferrara. Holds a degree in Law and Letters. Practised as lawyer and as Professor of Philosophy and Pedagogy and has lectured on Public Law. From his youth, Signor Preti has specialised in two branches of study: law and social history, later writing various books which include « Il Concetto di Status », « Il regime democratico parlamentare », « Il Governo nella Costituzione della Repubblica » and « Le lotte agrarie nella Valle Padana ». Another of his works, dealing with electoral law, is to be published shortly.

Immediately following the Liberation, he became Secretary of the Provincial Federation of the P.S.I.U.P. of Ferrara and, in 1956, elected deputy in the Constituent Assembly. Signor Preti was re-elected for the constituency of Bologna in 1948 and 1953. In March 1954, he was appointed Under-secretary of State to the Treasury (War Pensions Department) in the Scelba Cabinet and reconfirmed in this office during the Segni Government.

Ministry of the Treasury.

Giulio Andreotti. *Member of Parliament, member of the Christian Democrat Parliamentary Group, Minister of the Treasury.*

Born on January 14, 1919, in Rome. He became a journalist and edited the weekly magazine « Azione Fucina » until 1941. In 1942, he was appointed National President of the Italian University Association of the Catholic Action. In August, 1944, during the Christian Democrat Party Congress at Naples, Signor Andreotti was elected to the National Council. Member of the National Consultative Committee, he was chosen by Alcide De Gasperi to be one of his immediate collaborators and he took over the office of National Delegate of the Juvenile Groups. Andreotti belongs to the editorial board of the newspaper « Il Popolo » of which he was one of the founders and for which he wrote during the underground period. He was elected to the Constituent Assembly for the Rome constituency and became Secretary of the Christian Democrat Parliamentary Group. Re-elected in 1948, he became Under-secretary of State to the Presidency of the Council of Ministers, and showed particular interest in legislation on sport and entertainment.

Signor Andreotti was again elected in 1953, and appointed Under-secretary to the Presidency of the Council of Ministers in the 8th De Gasperi Cabinet. He also sat on the 1st. Committee for Home Affairs. Re-confirmed in his office of Under-secretary during the Pella Government, he was appointed Minister of the Interior during the succeeding Fanfani Cabinet.

He returned again when Antonio Segni formed a new government in June 1955, being appointed Minister of Finance. Confirmed in this office when Senator Adone Zoli became Prime Minister, he has now passed to the Ministry of the Treasury.

Ministry of Defence.

Antonio Segni. *Minister.* (See pages 2270-2271).

Ministry of Public Instruction.

Aldo Moro. *Member of Parliament, member of the Christian Democrat Parliamentary Group, Minister of Public Instruction.* (See: « Italian Affairs », Vol. IV, N. 4, pp. 881-882).

Ministry of Public Works.

Giuseppe Togni. *Member of Parliament, member of the Christian Democrat Parliamentary Group, Minister of Public Works.* (See: « Italian Affairs », Vol. VI, N. 3, pp. 1701).

Ministry of Agriculture and Forestry.

Mario Ferrari Aggradi. *Member of Parliament, member of the Christian Democrat Parliamentary Group, Minister of Agriculture and Forestry.* (See: « Italian Affairs », Vol. III, N. 5, pp. 501-504).

Ministry of Transport.

Armando Angelini. *Senator, member of the Christian Democrat Parliamentary Group, Minister of Transport.* (See: « Italian Affairs », Vol. IV, N. 4, p. 881-882).

Ministry of Post and Telecommunications.

Alberto Simonini. *Member of Parliament, member of the Social Democrat Parliamentary Group, Minister for Post and Telecommunications.*

Born at Reggio Emilia on February 19, 1896.

Metallurgist and labour leader. He became a member of the Italian Socialist Party at a very early age and took part in the first world war. Provincial councillor in Reggio Emilia in 1920, Secretary General of the Parma Chamber of Labour in 1921, he also became editor of the Parma Socialist newspaper «L'Ida». He was associated with Camillo Prampolini and Giacomo Matteotti, as a Party Inspector. In 1924, Signor Simonini became Regional Secretary of the Turin Building Workers' Federation and was a member of the Administrative Committee of the General Federation of Labour until this was dissolved. As a member of the outlawed Socialist Party, he took an active part in its reorganization and was appointed member of the Liberation Committee for the province of Reggio Emilia. In 1945, Simonini became Secretary of the Provincial Federation of the PSIUP and editor of the weekly «La Giustizia», founded by Prampolini in 1886. Following the Liberation he was a constant member of the party's administrative committee, first in the PSIUP and later in the PSLI. Elected to the Constituent Assembly, he passed to the Social Democrat Party after the split which began at Palazzo Barberini. Signor Simonini became Minister for the Mercantile Marine in the 6th De Gasperi Cabinet. From 1954 he has been Chairman of the Social Democrat Parliamentary Group. He is a member of the Committee of the Coal and Steel Community and the European Parliamentary Assembly. Signor Simonini was re-elected for the Parma constituency on May 25, 1958.

Ministry of Industry and Trade.

Giorgio Bo. *Senator, member of the Christian Democrat Parliamentary Group, Minister for Industry and Trade.* (See: «Italian Affairs», Vol. VI, N. 5, p. 1783).

Ministry of Labour and Social Services.

Ezio Vigorelli. *Member of Parliament, member of the Social Democrat Parliamentary Group, Minister of Labour and Social Services.* (See: «Italian Affairs», Vol. III, N. 5, p. 501).

Ministry of Foreign Trade.

Emilio Colombo. *Member of Parliament, member of the Christian Democrat Parliamentary Group, Minister of Foreign Trade.* (See: «Italian Affairs», Vol. IV, January 1955, N. 1, p. 664).

Ministry of the Mercantile Marine.

Giuseppe Spataro. *Member of Parliament, member of the Christian Democrat Parliamentary Group, Minister of the Mercantile Marine.*

Born at Vasto (Chieti) on June 12, 1897. Signor Spataro is a lawyer and originally a National Consultant of the former Italian Peoples' Party, deputy Political Secretary of the same party with don Sturzo and, after the resignation of the latter, member of the three-man group which led the party, with Giulio Rodinò and Giovanni Gronchi. He also acted as deputy Political Secretary with Alcide De Gasperi until the Italian Peoples' Party was dissolved in 1926. In the period 1942-43 he was one of the organizers of the new Christian Democrat Party.

A member of the Constituent Assembly, he was re-elected deputy in 1948, 1953 and 1958. Signor Spataro was appointed Under-secretary to the Presidency of the Council of Ministers in the 1st and 2nd Bonomi Cabinets, Under-secretary to the Ministry of the Interior during the Parry Government and the 1st De Gasperi Cabinet, Minister for Post and Telecommunications in the 6th and 7th De Gasperi Cabinets, and Minister of Public Works in the 8th De Gasperi Cabinet.

He was Chairman of the Italian Radio Services from 1946 to 1950. Spataro has also been deputy-National Secretary of the Christian Democrat Party with De Gasperi, an appointment he received following the Naples Congress. He has always taken a very active part in party organization and has filled some very delicate and important offices.

Ministry of State Participations.

Edgardo Lami Starnuti. *Senator, member of the Social Democrat Parliamentary Group, Minister of State Participations.*

Born at Pontedera (Pisa) on March 3, 1887. Holds a law degree. Former Mayor of Carrara, provincial councillor and President of the Port Authority of that city. From 1926 to 1928, Senator Starnuti was exiled to Favignana and Lipari for political reasons and again arrested in 1943. He is a law professor and a practising lawyer.

He was elected to the Constituent Assembly and became Secretary of the Socialist Parliamentary Group and a member of the Committee of 75 charged with drafting the Constitution. After the split at Palazzo Barberini in 1947, he transferred to the Social Democrat Party and was made a member of the Administrative Committee of this party in 1948, acting as deputy Political Secretary.

He became a provincial councillor in 1956 and President of the E.C.A. (*Ente Comunale d'Assistenza* – Municipal Office of Assistance) of Milan in 1957.

During the elections of May 25, 1958 he was elected Senator for the Milan IV constituency.

High Commissioner's Office of Public Health.

Vincenzo Monaldi. *Senator, member of the Christian Democrat Parliamentary Group, High Commissioner for Public Health.*

Born at Monte Vidon Combatte (Ascoli Piceno) on April 16, 1899. Holds a degree in Medicine and Surgery, is a Fellow of Tisiology at Naples University, member of the Royal Society of Medicine, the Berlin Academy, the German Association for Tuberculosis Research, the Rome Academy of Medicine, the British Tuberculosis Foundation. He is the founder of the periodical « *Archivio di Tisiologia* », the author of several hundreds of publications and works on that specialized subject in which he has become justly famous and recognised as an expert. At the present moment, he is also Director of the « *Principe Umberto* » Sanatorium at Naples.

Senator Monaldi joined the Italian Peoples' Party in 1920. Following the Italian surrender on September 8, 1943, he took an active part in the underground movement, being awarded a field decoration.

He was elected senator for the 1st and 2nd Republican legislature and re-elected on May 25, 1958, for the Naples constituency.

In accordance with the Law of March 13, 1958, No 298 (published in the Official Gazette of April 14, 1958, No 98), Senator Monaldi assumed the office of Minister of Public Health on August 14th, 1958 (see the following article: *The Ministry of Public Health*).

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THE MINISTRY OF PUBLIC HEALTH

Responsibility and Functions of a new Government Department

Prior to its dissolution, a short time before the last General Elections of May 25, Parliament approved the creation of a Ministry of *Public Health* which was to take over the functions formerly carried out by the High Commissioner's Office for Public Health. Under Article 32 of the Constitution of the Italian Republic, the question of public health is dealt with as follows: « *The Republic protects health as a basic right of the individual and in the interest of the community and grants medical assistance to the indigent free of charge* ». Up to the time of the creation of the new ministry, democratic government in Italy discharged its responsibility towards the public through the High Commissioner's Office for Hygiene and Public Health which, during the past few years, has had to face considerable difficulty in carrying out this important task.

The Law of March 13, 1958, No. 296 (published in the Official Gazette of April 14, 1958, No. 98) governing the « Creation of a Ministry of Public Health », reads as follows:

« Art. 1. A Ministry of Public Health shall be created to be responsible for public health.

To this end, the Ministry of Public Health shall be considered responsible for the following:

1) all medical and health services which the law shall require to be provided by Public Authority, the responsibilities of independent local government and the Ministry of Labour and Social Welfare through its local offices remaining in force;

2) supervision of all health services which shall be considered the responsibility of independent local government and local government departments, as also all eventual coordination and organization of such services as may be required to satisfy the requirements of public health;

3) the publication, in the tutelage of public health, of obligatory instructions to all public departments concerned with health services;

4) the provision of technical supervision over all organizations, departments and institutes carrying out public health duties and which are not governed by any of the previous clauses.

Whenever the law shall not provide otherwise, the Ministry of Public Health shall be considered competent to issue its own instructions and regulations concerning public health.

Art. 2. The Ministry of Public Health shall assume the following:

1) all the powers and attributions hitherto granted the High Commissioner's Office for Hygiene and Public Health;

2) all the powers and attributions granted other public departments, as under No. 1) of the preceding article, on matters concerned with public health;

3) all the powers and attributions hitherto granted the Ministry of the Interior over personnel engaged in public health duties, medical practitioners and other professional categories.

The Ministry of Public Health, in agreement with the Ministry of Public Works and after receiving the opinion of the Senior Council for Public Health, shall also approve all projects and schemes for the building of hospitals and all health institutes in general, as also all other plans for similar buildings, when these shall involve expenditure of public money. The Ministry of Public Health shall also state the usefulness of such measures and, if necessary, the state of urgency of such schemes, including the aims and objectives set out in the Law of June 25, 1865, No. 2359, Art. 71 and successive modifications.

Art. 3. The Ministry of Public Health shall include the following:

1) the Department for Administrative and Personnel Affairs;

2) the Department for Public Health and Hospital Services;

3) the Department for Health and Social Services;

4) the Department for Pharmaceutical Services;

5) the Department for Veterinary Services.

The Senior Council for Public Health shall have its offices at the Ministry of Public Health. The Senior Health Institute shall be dependent on the said Ministry but shall retain its original structure and organization under the requirements of the Law of June 20, 1952, No. 724.

Art. 4. The Ministry of Public Health shall operate through the following local departments:

1) the office of the provincial medical officer and the provincial veterinary officer, under the authority of the local Prefect;

2) the public health offices of the Communes and communal Consortium;

3) extraordinary public health offices, as foreseen under Article 28 and the successive articles of the Law of July 27, 1934, No. 1265 and successive modifications, and all those which shall be eventually created under law.

The Provincial Council for Public Health shall be presided over by the Prefect.

Art. 5. The Ministry of Public Health shall be responsible for supervising, in conformity with current legislation, all organizations of a national character which shall carry out duties connected with public health, except those included under social welfare and insurance schemes and so included under the jurisdiction of the Ministry of Labour and Social Insurance.

The Ministry of Public Health shall limit its responsibility, in the case of the said schemes, to supervising and organizing health assistance. To this end, the Ministry may promote enquiries and carry out inspections, using its own personnel and asking for any such pertinent information as it may consider necessary.

All provisions and regulations adopted by the Ministry of Labour and Social Insurance in the exercise of its control over the aforesaid schemes, shall be authorised only after agreement with the Ministry of Public Health, but they shall only refer to health organization and activity as set out above.

Art. 6. All public departments and organizations which are exclusively or otherwise concerned with the maintenance of public health in the provinces, shall be subject to supervision by the provincial medical officer or by the provincial veterinary officer, according to their respective responsibilities, except in those cases where the law shall grant special powers to Provincial Public Health Committees and Public Assistance Authorities on questions of administration and the Prefect's authority to dissolve the relative Administrative Councils.

In the exercise of his power as set out in the above paragraph, the Prefect may demand inspections and enquiries to be made into the administration of such public offices.

The Prefect shall also, after consultation with the provincial medical officer, publish and issue all rules and regulations which shall be considered urgent for public health reasons, in conformity with Article 20 of the Communal and Provincial Law of March 3, 1934, No. 383 and successive modifications.

All other powers granted the Prefect over questions of public health shall be transferred to the provincial medical officer and the provincial veterinary officer, according to the competence of their respective offices.

The provincial medical officer may call upon other public offices within the province for assistance whenever he shall be required to exercise supervision over those departments for which he is responsible.

Art. 7. Within a period of two years from the date on which this law shall come into force, the Government of the Italian Republic shall have the right to draft and issue, as under Article 76 of the

Constitution, on the proposal of the Prime Minister and in agreement with the Minister of Public Health, all the provisions foreseen under Article 5 of the Decree of the Lieutenant of the Realm, July 31, 1945, No. 446, but duly observing the requirements of the norms established under the preceding Articles 1, 2, 4, 5, and 6.

Whenever such provisions shall involve public expenditure, the opinion of the Minister of the Treasury shall be requested.

Art. 8. The personnel employed by the High Commissioner's Office for Public Health and the Senior Institute of Public Health shall be transferred to the Ministry of Public Health and shall retain their original status.

The Italian Government shall be authorised, after a period of one year and in accordance with the terms set out in the preceding article, to revise the categories of all personnel and carry out such modifications as may be considered necessary to the requirements of the Ministry of Public Health and its duties.

Until such time as the modifications stated above are put into effect, the Ministry of Public Health may call upon all such personnel under the rules and regulations contained in Article 10, para. 1 of the Decree of the Lieutenant of the Realm, July 31, 1945, No. 446, but within the limits established by decree of the Ministry of Public Health in agreement with the Ministry of the Treasury.

Art. 9. A State Auditor's Department shall be established at the Ministry of Public Health.

Art. 10. All expenditure necessary to the correct functioning of the Ministry of Public Health up to the approval of the first budget, shall be covered by appropriations already approved for the High Commissioner's Office of Public Health and included in the budget of the Ministry of the Treasury.

Expenditure incurred in the introduction of new public health services shall be covered by variations to the budget. All such variations which are the result of this present law shall be authorised by a decree issued by the Minister of the Treasury.

Art. 11. The High Commissioner's Office for Public Health shall cease to exist on the day this present law shall come into effect.

Art. 12. The present law shall come into effect four months after the date of its publication in the « Official Gazette » (*Gazzetta Ufficiale*).

This present law, sealed with the Seal of State, shall be entered in the Official Register of the Laws and Decrees of the Italian Republic. All persons shall be responsible for observing it, and causing others to observe it, as a law of the Italian State ».

* * *

The law which brought the Ministry of Public Health into being, establishes the responsibilities of the new Department and also sets out its organization. It further transfers the powers of the High Commissioner's Office for Hygiene and Public Health to the new Ministry, establishing and coordinating such powers in four clauses. The responsibilities of existing ministries which are transferred to the Ministry of Public Health are contained in the first two articles. It shall also be responsible for all the powers hitherto granted the public administration, but excluded from intervention in cases of « new powers granted autonomous local government and those exercised by the Ministry of Labour and Social Insurance through its local offices ». On the other hand, the new Ministry of Public Health may exercise authority over « personnel engaged in public health duties, medical practitioners and other professional categories » hitherto the responsibility of the Ministry of the Interior.

The new Ministry of Public Health, in accordance with the law which governs its operation, will work in close cooperation with the Ministry of Interior, the Ministry of Labour and the Ministry of Public Works. But, of all these inter-ministerial relationships, that between the Ministry of Public Health and the Ministry of the Interior is undoubtedly the closest and most constant. This is not only because of the powers which the new law affords the Prefect in relation to the provincial medical officer and the provincial veterinary officer, but also because of the many duties these officials are called upon to perform together, particularly in moments of national crisis, such as floods, when the immediate powers of the State are vested in the Prefect.

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THE TRENTINO-ALTO ADIGE REGION

An Illustration of the past Ten Years

Born of the constitutional law of February 26, 1948, No. 5 (*Official Gazette*, March 13, 1948), the Trentino-Alto Adige region actually came into being with the first meeting of the Regional Council on December 13, 1948, and its first local budget covered the year 1949. Inhabitants of the region number 750,000 (approximately one sixty-fifth of the population of Italy) of which 400,000 are to be found in the province of Trento and 350,000 in the province of Bolzano. Among these are 220-230,000 persons of German descent and 17,000 Ladins. These two provinces have their own fields of competence, which are limited only by the requirements of the Constitution, juridical norms of the State, respect of national obligations and interests and the fundamental, economic structure imposed by the Italian Government.

A *Government Commissioner's Office* is to be found at Trento and this is responsible for supervising the carrying out of those powers delegated to the regional authorities by the State, coordination among the various departments and control of individual public offices (with the exception of the Magistracy, the Railways and Defence). The Commissioner's Office also deals with questions relative to public order and security and the exercise of power invested in the Prefect, when such have not been specifically entrusted to the region or the province. A *Deputy Commissioner's Office* is at Bolzano, exercising authority delegated by the Government Commissioner.

The region operates through six local *Assessors' Departments: General Affairs; Agriculture and Forestry; Finance, Credit and Cooperation; Public Works; Industry, Commerce, Tourism and Transport; National Insurance, Social Assistance and Public Health*. These departments are under the authority of the President of the Regional Junta.

The *President of the Regional Junta*, under the current Statute, represents the region at all times, is present at meetings of the Cabinet when particular matters concerning the region are under discussion, controls the administrative functions delegated by the State to the region, decides on the competence of the single Assessors' Departments, promulgates local laws and issues decrees containing the regulations approved by the Junta. The Assessors, as the President of the Junta, are elected by the Regional Council. The Junta must conform to the entity of the minority groups represented on the Regional Council.

The region derives its income from taxes levied in the region and paid entirely to the regional authorities (Article 59 and 61 of the Statute), a Government quota of national taxes, the amount being agreed upon each year between the Government and the regional authorities

Table I — EFFECTIVE INCOME: 1949-58
(millions of lire)

FINANCIAL YEAR	Local Taxes (Art. 59-61 of Statute)	From State Taxes (Art. 60 and 62 of Statute)	Regional Levies	Income from property and various	Total
1949	381.1	1,595.2	140.5	1.3	2,118.1
1950	468.0	1,588.2	283.5	75.7	2,415.4
1951	497.0	2,221.6	356.9	262.3	3,337.8
1952	562.1	2,640.8	398.2	650.2	4,251.3
1953	583.3	2,984.9	428.9	770.3	4,767.4
1954	643.4	3,459.8	494.5	753.9	5,351.6
1955	735.6	3,664.6	499.4	884.7	5,784.3
1956	785.3	3,787.9	529.5	824.8	5,927.5
1957	840.0	4,455.0	590.0	1,005.4	6,890.4
1958	840.0	4,875.0	610.0	925.8	7,250.8
<i>Total...</i>	6,335.8	31,273.0	4,331.4	6,154.4	48,094.6

(Articles 60 and 62 of the Statute) and a special levy on production of electrical energy, as per Article 63 of the Statute. Further income is derived from public property and activities within the region.

In view of the powers vested in the region and because of local needs, local income is divided between the various Assessors' Departments in the measure described in Table II. As from the financial year 1953, the local Finance Department is responsible for all personnel, previously the responsibility of each Assessor's department.

Public Works

As will be seen in Table II, the *Public Works Department* has the largest budget. Prior to the approval of the Statute instituting regional autonomy, a special enquiry was made into the most pressing needs of the country in view of extensive war damage and the requirements of a new programme of construction.

Of the 13,567 million lire voted to the Public Works Department, 9,609 million have been employed under the regional law of May 30, 1951, No. 3, which permits, for the construction of public works, loans up to 50% (and even 70% in special cases) from the provincial or communal authorities. This has made it possible to build 625 communal roads, 586 schools, 806 aqueducts and drains, 282 public buildings (local Council offices, premises for the Fire Brigade, summer camps for children, students' hostels, churches, etc.), for a total expenditure of Lire 20,876 million. Of this sum, 10,534 million lire concern the province of Trento and 10,342 million the province of Bolzano. Contributions amount to Lire 4,848 million for the province of Trento and Lire 4,761 million for the province of Bolzano.

The Assessor's Department for Public Works has also showed keen interest in carrying out plans for improvements to the road network,

Table II - EXPENDITURE : 1949-58
(millions of lire)

FINANCIAL YEAR	Finance	Agriculture and Forestry	Industry, Commerce, Tourism, Transport	Public Works	General Affairs	National Insurance, Social Insurance, Public Health	Total
1949	419.0	57.6	68.5	836.0	33.1	32.9	1,447.1
1950	375.1	264.3	124.2	986.4	12.8	76.3	1,839.1
1951	404.2	603.0	198.2	1,435.7	146.8	320.3	3,108.2
1952	603.9	1,321.3	270.6	1,309.4	153.5	254.1	3,912.8
1953	1,372.6	1,145.4	285.4	1,216.4	122.1	313.0	4,454.9
1954	1,579.3	1,553.5	411.2	1,281.7	219.9	321.3	5,366.9
1955	1,699.7	1,525.1	577.0	1,795.6	168.9	440.0	6,106.3
1956	1,917.2	1,415.2	441.6	2,102.6	319.5	405.1	6,601.2
1957	1,998.2	2,011.0	399.7	1,311.6	284.6	515.2	6,520.3
1958	2,489.8	1,960.8	410.2	1,292.2	260.0	331.1	6,744.1
<i>Total...</i>	12,859.0	11,857.2	3,086.6	13,567.6	1,721.2	3,009.3	46,100.9

which is now extremely efficient. The regional law of May 30, 1951, No. 4 authorised appropriations of 400 million lire for each of the provinces, over a ten year period, which would be used entirely in the building of new roads and the repair of those already in use. Under the law of July 18, 1955, the regional authorities approved expenditure of a further 200 million for each of the two provinces, while a third regional law (August 11, 1956, No. 8) covered further appropriations of 400 million lire per province, again over a ten year period. Up to the present time, the regional authorities have legally approved appropriations totalling 1,600 million lire for the provincial road network, but this is in addition to other sums which have been voted by the provinces themselves out of their own budgets. Under the regional law of November 10, 1956, No. 19, the regional authorities also accepted an annual expenditure of 40 million lire for the maintenance of a group of communal roads, a responsibility previously borne by the provinces. The Public Works Department has also accepted other burdens, including an outlay of 10 million lire per annum for the restoration of works of art and monuments. This contribution is in addition to that given by the State and has permitted the speedy application of a plan studied by the Superintendent's Office of Fine Arts and Monuments, which is also responsible for the technical and artistic details.

Agriculture and Forestry (1)

The *Assessor's Department of Agriculture and Forestry* is second in importance when considered in relation to the total appropriations it receives. This is an economic sector in which the regional authori-

(1) See also: *Agriculture and Forestry Board for Trentino-Alto Adige* - « Italian Affairs », Vol. V, N. 5, pp. 1411-1414.

ties assume a role of primary importance, for over half the population obtains a living from the land, while the geographical and orographical characteristics of the territory demonstrate the difficulties entailed. In the province of Bolzano alone only 10 % of the land lies below 3,000 feet; in the province of Trento, this limit rises to 30 % but at least half of this percentage figure is still between 2,000 and 3,000 feet. There are 60,000 farms in the province of Trento, although the average size of each does not generally exceed 5 acres. Since these are all privately owned, employment of casual farm labour, the crop-sharing system (except in the valleys) and the tenure system common to the South are almost unknown. Forests and grazing are almost exclusively in the hands of the authorities (Regional, Communal, Civic Administrations, etc.). Alto Adige presents different characteristics, however, for land ownership extends to 25-50 acres per farm. There are over 10,000 farms of this type and they enclose woodlands and pasture land, being protected by a provincial law which establishes the right to possession as long as a minimum of five persons can draw a living from such farming activity.

One of the first problems faced by the regional authorities was the question of providing technical training and equipment for the rural population as well as protecting it against speculation. The regional law of September 24, No. 11, was voted to provide special appropriations for the construction, purchase, modernization and improvement of equipment, farm buildings and other establishments. This law, which has been put into operation in a very liberal manner, has permitted the construction of **50 wine cooperatives, 101 dairies, 74 fruit warehouses and 10 special storehouses for potatoes**, for a total expenditure of 4,840 million lire to which the regional authorities contributed approximately two milliard.

Special courses of instruction, practical demonstrations, mobile cinemas, radio broadcasts, conventions, technical publications and vocational training courses have all contributed towards introducing more modern and rational methods among the local farmers.

The regional law of October 10, 1950, No. 20, dealing with land improvement to small holdings, led to the authorization of 7,768 limited schemes of this kind for a total expenditure of 4,404 million lire, with a regional contribution of 948 million. A subsequent law No. 21, of the same date, was concerned with loans for the purchase of mechanized equipment and the authorities approved 6,268 requests for such loans, amounting to a total of 1,064 million (contributions = 275 million lire).

These latter laws have now been superseded by *State legislation on the development of mountainous areas*, dated July 25, 1952, No. 991, and

applied through the regional law of February 8, 1956, No. 4. This has led to further loans amounting to 1,318 million lire being contracted during the last two financial years.

The law of July 25, 1952, No. 949, concerning the development of agriculture, is largely practised throughout the region. Such legislation has permitted the purchase of **794 mechanical farming implements** (approximately 600 million lire in loans), **700 loans and mortgages** for the construction of rural buildings (3,120 million lire) and the **construction of 128 irrigation plants** over an area of 2,100 acres (488 million).

With the law of November 7, 1953, No. 19, the regional authorities also demonstrated their readiness to share in the important task of developing irrigation facilities, contributing 1,155 million lire towards bringing water to 17,500 acres, belonging to 307 farm consortiums.

The care and development of breeding and fat stock, including the purchase of prize cattle, artificial semination and disease control, has absorbed about half a milliard lire over the past nine years.

Great interest has been aroused in the excellent results obtained in *crop improvement*. The introduction of open field horticulture, the use of new crops (including carrots for industrial purposes), the planting of vines and fruit trees and the editing of a special trade paper containing specific instructions on the vine and the soil most suitable to certain qualities of grape, have proved more than successful. Seed potatoes grown in the Alto Adige-Trentino region amount to approximately 60 % of the entire Italian crop.

Forestry, as agriculture, is of exceptional importance to the economy of the region. Woodland covers an area of about 1,500 million acres, of which one quarter is resinous and a half mixed resinous. Average annual timber production is 750,000 cubic metres, worth an income of 10/15 milliard lire, depending on the oscillations of the market. Regional intervention in this sector mostly takes the form of re-afforestation; 748 million lire from the region, 50 million lire from State and provincial consortiums, 45 million from private sources and a milliard lire from obligatory funds opened by the communes and fed from contributions received from proprietors of woodlands who sell timber and generally develop the industry. To date, 645 special schemes covering 1,150,000 acres of timber, almost the total area, have been approved. The regional authorities have also opened eighty nurseries for an annual expenditure of approximately 30 million lire, which furnish about 10 million saplings for re-afforestation.

The regional authorities are directly responsible for the control of the *State Forestry Boards* operating in Cavalese, Paneveggio, Primiero and Latemar and others in the province of Bolzano (Bondone), extend-

ing over an area of 130,000 acres. Annual timber production totals 20,000 cubic metres, for a gross income of approximately half a milliard lire. Expenditure entailed in forestry administration is estimated at 150-200 million lire per annum, including re-afforestation, soil improvement, road building, saw mills, funiculars, etc. The State Forestry Board operating in the region, apart from being responsible for the woodlands, also undertakes felling and initial preparation of the timber for market.

Mountain pastures are also included in the same category, for they are essential to regional livestock planning. Estimates place livestock in the Trentino-Alto Adige region at **225,000 cattle, 80,000 sheep and 43,000 pigs**, using about 850,000 acres of pastureland.

The control of mountain basins has proved to be of great importance, even to the people living in the valleys and on the lowlands. According to schemes, which have been approved and put into operation on the basis of a pre-established scale of emergency, regional financial assistance in this sector has risen from 100 to 350 million lire per annum, reaching a total expenditure of 1,634,434,000 lire at the end of 1957. There is also a National Ten Year Plan which is due to terminate at the end of the 1961-62 financial year and which calls for appropriations amounting to 1,800 million lire.

Industry, Commerce and Tourism

When dealing with questions which are the direct competence of the *Assessor's Department of Industry, Commerce and Tourism*, the figures quoted do not give even a partial idea of the work which has been done in favour of the local population, through the stipulation of contracts facilitating trade between the Trentino-Alto Adige region and the Tyrol and Vorarlberg in Austria. These agreements have reached a maximum figure of about 1 milliard lire per annum.

The *law of August 12, 1957, No. 16*, operates in favour of industry, for it authorizes appropriations of 40 million lire per annum «to assist medium and small industry through credit loans». Commercial, cooperative and public enterprises benefit under a similar law (June 30, 1954, No. 14), for after relative appropriations of 200 million lire had been exhausted, a further 75 millions were voted for the current financial year.

Industry may also call upon the services of the «*Regional Institute for Medium and Long Term Credit*» an organ in which the State, the Region, and local banks, all have shares.

A good deal of attention has been paid to *tourism* for, with over 1 million visitors per annum and seven million days of sojourn in the region, local economy benefits by approximately 20 milliard lire. This,

logically, means that tourism is one of the principal items in the regional balance sheet.

Special laws have authorised appropriations for the hotel industry through a revolving fund to last over a ten year period. Tourist organizations run by the State and local offices may also draw upon this fund when it is considered necessary. Other contributions have also been made towards the development of those localities which have outstanding tourist interest and the encouragement of Alpine climbing, skiing, etc.

National Insurance, Social Assistance and Public Health

This department has also undertaken a programme which is not fully illustrated by mere figures. Of the various laws and regulations, which have been approved, that dealing with the reopening of the «Bolzano and Trento Sickness Fund» is of exceptional importance for, now outside the jurisdiction of the National Institute for Sickness Insurance, it is able to operate in complete freedom. Further legislation assures the continuance of those organizations which specialize in labour assistance through contributions received from members. Drawing upon its own funds, the Department, in collaboration with the Ministry of Labour and Social Insurance, has also organized and opened special training courses, employment centres and advanced technical schools. Together with ENPI (*Ente Nazionale delle Piccole Industrie* = National Organization of Small Industries) it has also arranged for members of the labour force to undergo periodical examination in order to establish occupational ability.

The intervention and assistance of the regional authorities have permitted the building of new hospitals at Cles, Cavalese and Silandro, modernization of existing ones and the purchase of new equipment. Most of the hospitals in the region have thus been brought up to a level, whereby they can meet all the health and hygiene standards of modern legislation. Again, regional financial aid has also permitted the construction of the new hospitals at Trento and Bolzano.

Other institutes (orphanages, coastal and mountain holiday camps for children) have also been the recipients of generous aid: the Rest Home at Trento, the Poor House at Spiazzo, the «Dodici Stelle» holiday camp at Cesenatico, the Students' Hostel at Trento, the «Vil-laggio S.O.S.» for homeless children at Bressanone, the Little Institute of Divine Mercy at Levico. Hundreds of similar organizations and associations have also been able to improve and enlarge their services and equipment. The Public Health Department also gives financial assistance to three cancer institutes in the region (the Borgo Centre has the first cobalt bomb to operate in Europe) and a centre

for nervous diseases. A bi-lingual school of obstetrics has been opened in Bolzano, adjacent to the civic hospital, while there is also a Regional Social Service Centre which has been functioning for about ten years. This centre provides family assistance, hospital and first aid facilities, child protection and the like. The Senior School for Social Services at Trento recently moved to new quarters which are extremely modern and rational in design.

General Affairs (1)

This department began by drawing up a Land Register. It also directly concerned itself with the drafting of the regional and communal electoral laws and has now almost completed the reconstruction of those communes which were suppressed under fascism. In fact, the communes have now risen from 218 in 1946 to 340. Up to the end of 1955, the department was also responsible for controlling all deficits apparent in the budgets of the communes, but this responsibility has now passed to the Provincial Junta. It is also responsible for the correct functioning of the cooperatives, a task of considerable importance in view of the vastness of the movement which currently embraces 1,000 branches.

The *Finance Department*, apart from carrying out those duties which, on a national plane, are the responsibility of the Ministry, also controls the administration of regional property (excepting forests) and all financial participation in any form of enterprise. Of particular importance are the spas at Levico-Vetriolo and Roncesgno, of world fame, which have once again become a centre of attraction after a long and difficult task of reconstruction. The rebuilding of the main part of the spas will be completed within a very short time and there are also hopes that plans for the exploitation of a new spring, excellent as mineral water, will soon be approved.

Undertakings which have received *financial aid* from the regional authorities include the hydro-electric power station at San Floriano which draws water from the Avisio, the construction of horticultural centres in Trento, Bolzano, Merano and the building of a coach station in Trento. The region also has shares in the Regional Institute for Medium and Long Term Credit and the Bolzano Fair.

To date the regional authorities have issued 215 laws: 22 in 1950, 20 in 1951, 44 in 1952, 22 in 1953, 26 in 1954, 32 in 1955, 21 in 1956, 26 in 1957 and 2 in 1958. The « Regional Code » is constantly modified under the authority of the President of the Region.

(1) See also: *Italy and Alto Adige* - « Italian Affairs », Vol. VI, N. 1, pp. 1557-1562.

THE CORPS OF CARABINIERI

Maintenance of Law and Order and Activities in Italy and Somalia

The annual report issued by the General Command of the Corps of Carabinieri (1) once again gives a picture of the more important events and activities which characterised the year 1957 and the public services maintained by the Corps. Current data are compared to information released on the preceding two years.

GENERAL CRIMINAL SITUATION

YEAR	Category		Total	Persons Incriminated		Total
	Crim-s of Violence	Other Offences		Arrested	Prosecuted	
1955	165,497	445,073	610,570	16,864	177,289	194,153
1956	193,370	522,510	715,880	14,619	188,285	202,904
1957 (a).....	198,811	669,608	868,419	13,428	195,640	209,068

(a) These figures include 3,823 attempted crimes and 614 crimes investigated with other police services.

The more serious crimes the Corps was called upon to investigate during 1957 included 421 wilful murders, 766 attempted murders, 31 presumed murders, 1,146 cases of manslaughter, 18,318 cases of wilful violence, 518 thefts, 164 attempted thefts, 547 cases of extortion and 65,168 thefts with violence.

During the year in question the police department was further strengthened — particularly as regards technical equipment, transport and communications — for the purpose of flanking other services in a serious attempt to stamp out crime. All police squads and divisions are now equipped with excellent mobile laboratories, which permit scientific investigation in a minimum of time.

The Corps of Carabinieri has demonstrated particular efficiency in seeing that *special laws and regulations* are observed (this excludes crimes and offences under the Penal Code and the Public Security Laws). Over 661,428 fines were levied following investigation by the Carabinieri, 2,186 relating to offences against hunting laws, 1,031 fishing, 4,161 tax regulations, 73,835 for offences against social laws in general, and 580,215 for other rules and regulations. This last figure includes 514,445 fines for offences against traffic regulations.

(1) REFER: *Comando Generale dell'Arma dei Carabinieri - Ufficio Servizio e Situazione*: «Statistical data on the more important activities of the Corps of the Carabinieri during 1957». Edited by «Apollon». Rome.

The Corps is also called upon to search for *deserters from the Armed Forces* and investigate those persons who *fail to report for military service*. During 1957, 569 of the first category and 102 of the second were arrested and, on information supplied by the authorities, action against 6,876 persons who did not report for national service was dropped.

In the many and varied services it is called upon to supply (escort of prisoners, escort of bullion and valuables, reinforcing existing police patrols, information services for the various ministries, military commands, Public Security authorities, judicial authorities, etc.), the Corps of Carabinieri offered a very valid contribution during 1957, as the following table shows.

Table I – DUTIES PERFORMED BY THE CORPS OF CARABINIERI IN 1957

Prisoner escort.....	No.	148,414
Personnel employed in prisoner escort	»	365,183
Escort of bullion and other valuables (a)	»	87,101
Personnel employed in escort of bullion, etc.	»	168,487
Personnel employed for reinforcement purposes	»	78,585
Information services	»	13,958,820

(a) Includes 55,140 escort services requested by the Postal Authorities.

Called upon to take a leading role in uncovering arms, ammunition and explosives, the Corps obtained the results, over the last three years, indicated in Table II.

Table II – ARMS, AMMUNITIONS AND EXPLOSIVES DISCOVERED BY THE CORPS OF CARABINIERI

YEAR	Can-nons.	Mor-ters & Gre-nade Thro-wers	Ma-chine Guns	Sub-Mach-ine Guns	Auto-matic Rifles	Carb-ines, Rifles Shot Guns	Pis-tols, Revol-vers	Hand Gre-nades	Exp-losives (quin-tals)	Radio Tran-smitters	Muni-tions. Various
1955	—	10	77	149	1,073	3,069	2,284	15,761	35.61	13	949,341
1956	2	9	36	122	739	2,685	1,844	9,492	17.43	1	650,936
1957	1	4	52	112	598	2,642	1,999	9,537	34.15	—	743,413

Table III – LOSSES SUFFERED BY THE CORPS OF CARABINIERI IN THE COURSE OF DUTY

YEAR	Killed		Total	Wounded		Total	Remustered following Wounds or Injuries		General total
	Active Service	Other Reasons		Active Service	Other Reasons		Active Service	Other Reasons	
1955	1	36	37	67	1,520	1,587	—	354	1,978
1956	6	12	18	35	1,598	1,633	—	392	2,043
1957	1	24	25	37	1,854	1,891	—	298	2,214

During 1957, 39 awards for bravery were made to members of the Corps (14 Silver Medals, 15 Bronze Medals, 10 Crosses), 13 Civil awards (3 Silver Medals, 10 Bronze Medals), 3 Mentions and 647 citations.

Table III gives details of the losses suffered by the Corps over the past three years in the course of duty.

In Somalia, the Corps of Carabinieri obtained, during the three-year period 1955-57, the results indicated in Table IV.

Table IV - ACTIVITY IN SOMALIA OF THE CORPS OF CARABINIERI

YEAR	Offences	Fines	Persons brought before Court.	Investigations by Judicial Police	Escort of Prisoners	Escort: Bullion, Valuables	Information Service	Citations Received
1955	3,167	4,665	5,829	5,095	1,257	379	21,992	—
1956	3,709	8,567	5,544	4,800	2,307	251	22,720	5
1957	(a) 2,295	(b) 13,853	(c) 6,112	(d) 4,610	(e) 1,529	(f) 325	(g) 21,836	—

(a) Of which: 70 wilful murders, 38 thefts and extortions, 794 thefts with violence (b) of which: 12,193 offences against traffic regulations; (c) 2,464 persons arrested; (d) of which: 416 warrants for arrest and imprisonment issued and put into effect; (e) 2,780 prisoners escorted, involving deployment of 1,307 Carabinieri; (f) 688 Carabinieri employed; (g) 13,047 on behalf of political authorities, 1,070 on behalf of military authorities and 3,580 on behalf of judicial authorities.

Searches for arms and munitions in the territory of Somalia during 1957 produced the following results: rifles and carbines: 14; pistols and revolvers: 4; various small arms ammunition: 962 cartridges; sabres: 1; knives: 132; spears: 49; bows: 13 and arrows: 147. During skirmishes with armed bands and looters and in the course of normal public security duties, one Somali corps member was killed and 14 corps members wounded or injured. Members of the Somali Police Corps received 12 citations.

The following courses were completed in the Somaliland Trust Territory: Trainee non-commissioned officers - 1 course; Advanced Training for local Commanding Officers - 1 course; Special Training Course for 1st Sergeants eligible for promotion - 1 course; First aid course - 1 course; Radio Mechanics - 1 course; Tank and armoured car commanders - 1 course; Tank and armoured car radio operators and mechanics - 1 course; advanced training for technical groups - 1 course.

ITALIAN RADIO BROADCASTS IN ENGLISH

Rome time	Day	Programme	Wave Lengths (*)
PROGRAMME FOR NORTH AMERICA (EAST COAST)			
01.30-01.50	Daily	News Bulletin, Talk and Records	19.48-25.20
PROGRAMME FOR NORTH AMERICA (WEST COAST)			
04.05-04.25	Daily	News Bulletin, Talk and Records	25.20-31.33
PROGRAMME FOR AUSTRALIA AND NEW ZEALAND			
10.00-10.15	Daily	News Bulletin	
	Sunday	Talk and Neapolitan Songs	
	Monday	Symphony Music	13.91
	Tuesday	Opera Music	16.85
10.15-10.40	Wednesday	Melodies and Songs	19.58
	Thursday	Varied programme	
	Friday	Light Music and Songs	
	Saturday	Request programme and Mail Bag	
PROGRAMME FOR NORTH-WEST AFRICA AND NEAR EAST			
10.20-10.40	Daily	News Bulletin and Music	19.84 25.20
PROGRAMME FOR THE MIDDLE AND FAR EAST			
11.45-12.05	Daily	News Bulletin and Music	13.91 16.88 19.48
PROGRAMME FOR SOUTH AFRICA			
16.35-16.55	Daily	News Bulletin and Music	13.91 16.88
PROGRAMME FOR G. BRITAIN AND IRELAND			
19.20-19.35	Daily	News Bulletin	
	Sunday	Light Music	
	Monday	Request programme and Mail Bag	
	Tuesday	Opera Music	31.33
19.35-19.40	Wednesday	Music	49.92
	Thursday	Talk	
	Friday	Neapolitan Songs	
	Saturday	Talk	
18.55-19.10	Thursday	Problems of NATO	30.90
18.55-19.10	Monday	Problems of European Unity	41.24 50.34
NOCTURNE FROM ITALY			
23.35-06.40	Daily	Varied Musical Programme; News at 1; 2; 3; 4; 5; 6.	355

Please note: Possible changes in times and wavelengths will be notified during our transmissions.

(*)	13.91 metres = 21.56 Mc/s	25.40 metres = 11.81 Mc/s
	16.85 " = 17.80 "	30.90 " = 9.71 "
	16.88 " = 17.77 "	31.33 " = 9.57 "
	16.91 " = 17.74 "	41.24 " = 7.27 "
	19.48 " = 15.40 "	49.50 " = 6.06 "
	19.58 " = 15.32 "	49.92 " = 6.01 "
	19.84 " = 15.12 "	50.34 " = 5.96 "
	25.20 " = 11.90 "	355 " = 845 Kc/s

The three National Programmes of the RAI are broadcast on short and medium waves.
Below is a list of the hours of transmission and the wavelengths.

	Day	Time	Wavelength
1st Programme	Holidays	6.40-11; 12-24.10	approx. 49.50 metres = 6.06 Mc/sec.
	Weekdays	6.40-9; 11-14.30; 16.20-24.10	" 31.53 " = 9.515 "
2nd Programme	Holidays	8.30-12; 18-23.30	" 41.81 " = 7.175 "
	Weekdays	9-11; 13-23.30	
3rd Programme	Holidays	16-18.30; 19-24 approx.	" 75.09 " = 3.995 "
	Weekdays	19-24 approx.	

THE ARTISAN TRADES IN ITALY

Government Intervention. Fairs and Expositions

The artisan trades in Italy make an important contribution to national economy and provide employment for large numbers of skilled and semi-skilled persons. Official figures, lately released, report 640,703 minor companies and workshops, and 1,010,630 employed persons throughout Italy. The artisan trades depend, to a great extent, on the provisions of the Law July 25, 1956, No. 860 which, establishing the juridical status of the industry, also clarifies its limits and authorizes the issuing of special regulations and provisions in its favour.

The above law also foresaw the creation of an « Artisan Credit Fund » — operating through all those banks acting on behalf of the « Special Fund for Credit to Artisan Industries » — which issues loans and mortgages for the purchase of equipment, machinery, plant modernization and tools. A successive law, dated December 25, 1956, No. 1524, contemplated further loans for forming stockpiles of raw materials and finished products. The period for repayment to « Artigiancassa » was extended from two to five years and the interest charged reduced from 6 % to 4.5 %. At December 31, 1957, the competent authorities had examined 574 requests for loans, for a total of Lire 573.2 million; loans granted amounted to almost Lire 400 million, while business conducted by the « Artisan Fund » was estimated at 566 million representing 715 transactions. During the period January-May 1958, the Central Committee for Credit of the ENAPI (*Ente Nazionale Artigianato e Piccole Industrie* = Artisan Trades and Small Industries National Office) Credit Department, held eight meetings, during which members examined and discussed 288 credit demands, for Lire 417,792,000, approving 199 for Lire 166,957,000.

Great attention has been paid to the important question of *vocational training*, and a specific programme aims at informing members of the artisan trades, even those in the most outlying districts, of the technical progress being made, new methods which have been introduced with success and a more rational employment of machinery and men: a programme in close collaboration between the Ministry of Public Instruction, the Ministry of Industry, ENAPI and CNP (*Comitato Nazionale della Produttività* = National Committee for Productivity).

Worthy of attention in this field is the new scheme for a « Mobile School », proposed and planned by the National Association for Artisan Trades and Small Industry and financed by the National Committee for Productivity. This « Mobile School », which operates under the control of the CNP-ENAPI, has been planned according to the complex task it has been called upon to undertake, and the difficulties

entailed in giving technical training and information to the minor productive categories. The course it offers includes the exhibition and illustration of modern types of machinery, treatment of raw materials, advanced training in technical methods and exhibition of documentary films dealing with labour organization and production technique.

This new form of technical assistance, promoted by the two government agencies, will also be extended to a «demonstration zone» in southern Italy, principally the provinces of Salerno, Palermo and Bari. The programme has already been started in Sardinia with a long and complex itinerary, for here the «Mobile School» is almost entirely concerned with weaving, in the hope that it can make a definite and lasting contribution towards the modernization of those small undertakings which are traditionally concerned with this activity.

Responsibility for *technical and economic assistance* rests with the ENAPI, which functions in all fields, from artistic and technical matters to promotion of fairs and expositions and advice on market matters. ENAPI operates through 13 external delegations, to be found in central regions of major artisan importance, and 7 Representative Offices situated in zones of minor interest. There are also various correspondents and technical experts operating both at home and abroad. Commercial aid offered by the agency generally takes the form of advertising of artisan products, market studies, export-advice, organization and promotion of fairs and expositions in Italy and abroad, and participation in all conventions and meetings which will bring Italian artisan products to the notice of the world markets.

Great interest has been shown in the type of commercial assistance given by the *Florence National Artisan Fair*, which was officially recognized by the Government in 1938, and which, from 1950 onwards, has received annual appropriations of 15 million lire as well as extraordinary grants and aid.

The recent editions of this Florence exposition, apart from the exhibition of normal artisan products, have placed increasing importance on clothing, footwear, furniture and wooden garden chairs, jewellery, silverwear and toys and sports equipment. Exports of artisan and small industry products reached 45 milliard lire in 1954 and 55 milliard lire in 1955. This figure rose to 70 milliard in 1956 and 94 milliard lire in 1957, showing an increase of 108 % over the four year period. The final figure of 94 milliard, moreover, does not include invisible items comprising purchases made by tourists which are valued at 10-15 milliard lire per annum. This means that approximate figures for exports may be estimated at 110 milliard lire for 1957.

In its efforts to help penetration of foreign markets, ENAPI avails itself of the help of the Ministry for Foreign Trade which, in its general

plan for strengthening Italian exports, has improved its network of local offices and taken special interest in the specific problems of the artisan industries. Aid is also given by the Institute for Foreign Commerce (ICE) which has opened branches in the United States, Yugoslavia, Canada, Indonesia, India and South Africa, as part of a general scheme to give additional assistance to market operators, importers and exporters. Finally, able assistance is also provided by the National Artisan Company (CNA).

A recent example of the value of the Italian artisan trades is provided by the success of Italian participation in the 10th *German Artisan Fair* held at *Munich* (15-26 May 1958). Typical products were exhibited, including the glasswear of Merano and Empoli, metal, straw and pottery items, carpets and furniture.

Two important fairs were organized in Italy at the beginning of the year: the 2nd *Carpet Fair (ARTAP)* in Rome, from May 1st to 15th, and the 3rd *Exposition of Sardinian Handicrafts*, promoted by the Sardinian Institute for the Organization of Artisan Trades, in collaboration with the local Assessor's Department and the Sardinian Artisan Association. This was held at Sassari on May 10-25. Both these expositions, although of recent date, have established themselves as important events on the calendar of fairs and exhibitions, and have obtained a success equal to that of preceding manifestations of this kind. The Carpet Fair also introduced a new note to this year's edition: a direct meeting between industrialists, painters and master tapestry makers. Carlo Mocchetti, using such artists as R. Birolli, P. Borra, R. Brindisi, B. Cassinari, B. Calvan, G. Colognese, C. De Amicis, S. De Aulestia, M. Maccari, E. Morelli, E. Pagani, E. Paolucci, M. Reggiani, L. Stroppa, G. Omiccioli, E. Fantuzzi and U. Lilloni, presented the public with some entirely new textile models for furnishings, all of which were the result of close collaboration between the three categories.

The Italian Centre for Female Artists and Professional Designers (CIFAP), anxious to assist in a new propaganda campaign for textile furnishings, organized a special pavilion dealing with «Painting and Modern Tapestries», contributions being made by famous Italian and non-Italian artists. All the leading textile firms, and those specializing in household furnishings, took an active role in this exposition, producing an incredible array of 1958 models and designs in silk, cotton, linen, mixed fibres, artificial fibres, synthetic materials, etc. The products to be seen at this interesting fair were worthy of the best traditions of the Italian artisan trades and were judged to be an entirely new contribution to house furnishings and the like (1).

(1) See also: *Aspects and Activities of the Italian Craft Industry* - «Italian Affairs», Vol. VI, No. 2, pp. 1677-1680.

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THE INTERPRETERS' SCHOOL

An Interesting and Modern Training Experiment

On January 16, 1958, the former deputy Prime Minister and Minister for Foreign Affairs, Mr. Giuseppe Pella, attended the opening of the 5th Academic Year of the «School for Interpreters» (*Scuola per Interpreti*) in Rome. This school also has branches in Milan and Naples and has proved to be one of the most interesting scholastic experiments of recent years.

It started operations in Milan in 1951, under the auspices of the University of Urbino and the Milan Municipal Council, and was the answer to a very serious lack in Italian educational facilities. The following years have witnessed its steady development, and the number of students has increased to several hundreds at each of the three centres. When the school was first planned, organizers realized that it would be an experiment completely new to Italian educational methods, for the real objective was an institute which would give practical training in modern languages and so prepare a nucleus of persons fully prepared for the profession of interpreter. Very few professional persons of this kind existed at the time, and those who were drawn upon for their ability in foreign languages had obtained their knowledge through other methods. The school, although concentrating on the teaching of foreign languages, also had to consider the question of a wider cultural preparation, particularly in view of the tasks which would await students once these had completed their training.

It was decided that all candidates wishing to enter the School of Interpreters should hold a certificate from a secondary school, as a minimum, or the equivalent issued by schools outside the country. There then remained the question of drawing up a curriculum which would meet the many demands of the profession for which the students would be prepared.

Those responsible for drafting this programme had to give due consideration to the requirements at home and abroad. As an initial objective, it was decided that priority be given the training of parliamentary translators and interpreters, but it was soon realized that such qualifications would be insufficient to satisfy the demand for qualified personnel. Other specialization courses were then studied, such as interpreters and translators for tourism, trade and industry, and industrial manager-secretaries.

The Ministry for Foreign Affairs let it be known that it wished the School to train a special category of future employees, to be known as «interpreter-secretaries» who would be employed in embassies and

consulates, although it was pointed out that such a category would not be considered under normal administrative regulations covering State employment. Such requests as this have meant that the School of Interpreters today has an educational structure of its own, being divided into various sections, all of which concentrate on training students for those professions mentioned previously and many others.

Admission to the School is not solely through possession of a secondary school certificate. Candidates are required to sit for a competitive examination, in which they must show that they already possess a reasonable knowledge of a minimum of two foreign languages. The course lasts for two years for interpreters, translator-interpreters and industrial manager-secretaries, and three years for parliamentary interpreters and persons wishing to qualify for diplomatic and consular posts.

It has already been mentioned that the School is chiefly interested in giving practical and intensive training in foreign languages. The preparation of a body of highly qualified teachers, necessary for such courses, was given careful thought and considered an essential basis to organization. Foreign teachers, experts in their own languages were called upon, particularly for the teaching of phonetics, diction and conversation, but every effort was made to obtain the services of bi-lingual elements. The latter have the fundamental task of giving Italian students, through methods and procedure in keeping with their particular mentality, every possible help in obtaining a clear picture of the structure of the foreign languages they are studying, as also an outline of the world which has created those idioms they are eventually to master.

A qualified translator and interpreter cannot limit himself to having a wide knowledge of words and expressions. His task requires that he acts as a mediator of culture, thought and description.

Apart from such general and specific problems, the School has also had to create a special training course for simultaneous and consecutive interpreters. To this end, it appealed to a number of professionals in this field, but also took the opportunity of training its own qualified teachers who were sent, as observers, to numerous international congresses, conventions and conferences. They were also given the opportunity of gaining practical experience by taking part in such meetings as interpreters.

The results of this long and difficult task were, however, excellent. To day, in its three branches at Rome, Milan and Naples, the School of Interpreters has a corps of highly qualified teachers, all of whom specialize in different subjects. Experts in phonetics are flanked by persons who concentrate on literary, technical, scientific and indust-

rial translations, while others deal with simultaneous and other types of interpreting likely to be needed at conferences and congresses.

The curriculum adopted by the School includes various complementary subjects which are all obligatory, since they relate to the cultural and professional training of the student. Courses include literature, history and geography of those countries whose language the student is studying, as well as a general outline of private, public and labour law in use in Italy, international law, and the political economy of the chief European States, the Americas and the Asiatic countries. Shorthand, typing and stenography are compulsory for those who are training as manager-secretaries and translators, but is optional for those who are studying for other categories. The Milan branch of the school also has a flourishing section for non-Italian students, in which the same technical and professional training is followed.

Award of a diploma is approved after the student has successfully passed half-yearly and yearly examinations, plus a general examination held at the completion of the training period. Each candidate must also translate two books into his own language (one book for each of the languages chosen), chosen from among literary, technical or scientific publications.

Possibilities of employment for students of this School are many, particularly for those interested in entering industry, either as secretaries or as interpreters-translators. Italian industrial companies and commercial enterprises have a constant need of such elements, and it is unlikely that all their needs will be satisfied for some years to come.

Excellent prospects also exist for parliamentary interpreters, a fact which has been proved by the many thousands of hours which Italian interpreters have worked during the past few years at the innumerable congresses which are held in this country. The demand for Italian-trained interpreters is growing steadily and the creation of new European and world organizations points to the fact that this demand is not likely to drop for a very considerable period.

The table which follows shows the number of students registered in Milan and Rome from 1951-52 to 1957-58. From 1954 to 1957, 43 diplomas have been awarded at the Milan school and 17 in Rome.

STUDENTS ATTENDING THE SCHOOL OF INTERPRETERS = 1951-52/1957-58

YEAR	Milan	Rome	YEAR	Milan	Rome
1951-52.....	122	—	1955-56.....	386	297
1952-53.....	197	—	1956-57.....	407	321
1953-54.....	234	106	1957-58.....	432	393
1954-55.....	311	203			



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THE STATE RAILWAYS

Report on 1957

During 1957, considerable work was carried out on reconstruction and modification of equipment, and the following lines were brought back in operation: *Crespino-Marradi* (10 kms.), which has enabled the opening of direct communications between Faenza and Florence, via Borgo S. Lorenzo-Pontassieve; *Carovilli-Carpinone* (19 kms.) on the Sulmona-Isernia route; *Civita d'Antonio-Civitella Roveto* (6 kms.) and *Capistrello-Avezzano* (9 kms.) on the Avezzano-Roccasecca line.

Approximately 600 kms. of track have been renewed and repaired, of which 400 kms. on main lines and 200 kms. on secondary lines. General maintenance of tracks has included new repair schemes and joints are now welded instead of bolted.

The year 1957 witnessed the *completion* of several bridges which were destroyed or heavily damaged during the war and later brought into service after temporary repairs had been carried out. Some of the most important undertakings in this sector, during the year in question, including steel and brick construction, were: the steel bridge over the Doria Riparia (Turin-Modane), the steel bridge over the Isonzo (Mestre-Trieste), the steel bridges over the Grigno and Chieppina torrents (Mestre-Trento), the Po — near Casalmaggiore — (Parma-San Zeno-Brescia), the Bisatto Canal (Legnago-Monselice), the Fosso Rosso torrent (Bologna-Foggia), the Naviglio Canal (Lugo-Granarolo), the Topino and the Gualdagnola torrents (Orte-Falconara), the Calore (Avellino-Rocchetta s. a.). Considerable progress was also made in the completion of the steel tunnel at Strada Paurosa (between Lugo and Lavezzola), the brick tunnel at Via dei Macelli (on the Florence, Rifredi-Florence Campo di Marte loop) and the brick bridge on the Reno (Bologna-Milan).

This work was accompanied by a gradual substitution of out-of-date steel sleepers, still in use on some lines, with more modern track which will resist the continuous wear and tear of heavier and faster traffic. Replacement of track has been particularly intense along the Palermo-Messina line (following electrification), Battipaglia-Reggio Calabria (after the introduction of double track) and Taranto-Reggio Calabria (following modifications to the whole communications system within the Ionian zone). Other important plans completed during 1957 include the steel bridges across the Macellare, S. Pasquale, Saline, S. Vincenzo torrents (Taranto-Reggio Calabria line), the River Arenella (Bicocca-Messina), the Sorcio Valley (Battipaglia-Reggio Calabria), the Coppa and Scuropasso torrents (Bressana-Bottarone-Broni),

the footbridge across the lines at Treviglio Station, the building of a steel bridge over the Ravagnese torrent (Metaponto-Reggio Calabria) and steel bridges across the Cantagallo, Piazzì torrents on the S. Eufemia-Catanzaro line.

The bridge across the Oliveto torrent, which was destroyed during the 1953 floods, has also been rebuilt (Taranto-Reggio Calabria line) and work on the cutting which passes under the new loop at kilometres 11 + 429 on the Rome-Cassino line has been completed.

Much has been done in the way of strengthening and re-facing the numerous *tunnels* which are to be found along the Italian rail network. Periodical maintenance has been finished or started on the Mollere and Belbo tunnels (Savona-Carmagnola), Capo Torre tunnel (Sampierdarena-French border), Romito tunnel (Pisa-Rome), Gabbolana (Florence-Bologna main line), Montarioso tunnel (Chiusi-Empoli), Corica and Vibonati tunnels (Battipaglia-Reggio Calabria) and the Porcello and Casa Giovanna tunnels (Fiumetorto-Bicocca).

Repairs to those lines which were heavily damaged during the second World War were mainly concentrated along the *Florence-Faenza*, *Roccasecca-Avezzano* and *Sulmona-Isernia* sectors. As regards the first, work has been completed on the Crespino-Marradi line, three tunnels have been brought into operation and stations and relative buildings finally completed. The line was opened to the public on October 8, 1957, and this permitted direct communications between Florence and Faenza, via Pontassieve-Borgo San Lorenzo.

Along the *Roccasecca-Avezzano* line (previously operating up to Civita d'Antino), services between Civita d'Antino, Civitella Roveto and Capistrello-Avezzano have now been opened. Track between Civitella-Roveto-Capistrello (11 kms.) is still closed, and work is proceeding on 7 bridges and viaducts, 7 tunnels and various buildings.

The *Carpinone-Carovilli* section (19 kms.), on the *Sulmona-Isernia* line, has been opened to the public, but traffic on the *Castel di Sangro-Carovilli* line (23 kms.) is still blocked. Here, plans are moving ahead on the rebuilding of railway property and material destroyed between Castel di Sangro-S. Pietro Avellana and Vastogirardi-Carovilli.

Growth of Network

During 1957, the Railway Authorities continued with plans to improve and modify main line services. Several of the projects which were either started, continued or completed during the year are worthy of note.

Battipaglia-Reggio Calabria. - The laying of double tracks along the Battipaglia-Reggio Calabria line, financed by the Southern Italy Development Fund, has been mostly confined to the Battipaglia-Vallo

della Lucania (51 kms.), Sapri-Praia-Aieta (25 kms.) and the Nicotera-Villa San Giovanni sections (55 Kms). The Nicotera-Villa San Giovanni section is now awaiting completion and the laying of double track at this point is still going on. The same principles have been followed in all three sectors and technical experts have concentrated on levelling the bed, so that trains will be able to reach a speed of 110 kms. per hour. The need to modify this network to the demands of current operation, and the very nature of the ground over which the double track is being laid (for the most part mountainous with sheer drops towards the sea), plus the fact that several small towns and villages have to be crossed, have all given rise to particularly difficult problems and their solution has not been easy.

The laying of double track along the Gioia Tauro-Villa San Giovanni section, in spite of many technical difficulties, is proceeding satisfactorily and it should be open to the public by 1960. According to current estimates, about 60 % of the work has been finished. Apart from the building of new stations at Taureana, Palmi, Bagnara and Favazzina, schemes for this section also include further new stations, or repair and modification of existing ones, at Gioia Tauro and Scilla, while various other buildings are being constructed for the use of passengers and railway staff, at Gioia Tauro, Taureana, Palmi, Bagnara and Villa San Giovanni. Squares outside these stations are also being enlarged, since heavy increases in traffic are expected.

Double track has also been laid along the *Genoa-La Spezia* line, between Riomaggiore and Corniglia and between Gallarate-Arona (26 kms.), on the *Milan-Domodossola* section. This means that the entire line will have a double track, an essential factor when the importance of communications between Italy and Switzerland are considered in their just light.

Electrification

The post-war electrification programme began in 1949 on the Messina-Palermo line, and by January 1, 1952, electric services between Messina and Barcellona were in operation although not completed. The programme has moved steadily forward with the help of loans obtained from the Consorzio Credito Opere Pubbliche and the Southern Italy Development Fund. Table I contains data relative to electrification of sections of the State Railways during the five years period 1952-56 (3.4 kW., d. c.).

The total track which was electrified during the period under consideration, including loop lines running into the same towns, totalled 345 kms., single track, and 550 kms., double track, bringing the total electrified to 2,200 kms. All new electrified track operates on 3.4 kW.

Table I - ELECTRIFICATION FROM 1952 TO 1956

LINE OR SECTION	Date of Completion	Length Kms.		Electric Track	Sub-stations	Buildings		Staff Buildings
		Total	Double Track			Nos.	Apartments	
Barcellona-Palermo	4-10-1955	187	16	306	6	7	70	—
Bologna-Venice	22- 4-1956	150	150	447	4	10	91	5
Milan-Padua	1- 2-1957	252	230	705	5	14	111	5
Bari-Foggia	1- 1-1957	128	123	391	4	5	54	2
Foggia-Pescara	31-12-1956	176	29	300	6	7	77	1
Messina-Catania (a)	—	—	—	—	—	3	30	—
(a) Not completed.								

d. c., with variations which permit maximum efficiency and low costs. New planning has contemplated reductions in the cubic area of sub-power stations, the introduction of rectifiers, the use of static feeders for d. c. auxiliary services, and employment of switches and cutouts on H. T. primary electric conductors.

Electrification of the *Milan-Verona-Padua-Venice* and *Pescara-Foggia-Bari* lines has considerably affected statistics on this particular sector of railway activity, both as regards overhead cable installations, telecommunications and signalling, and security apparatus. Equally important are the effects on development of telecommunications systems, particularly those concerning traffic circulation - to wit, the increasing use of telephones in place of the telegraph.

At June 30, 1957, electrified lines had reached a total of 6,712 kms. of a total network of 16,702 kms., thus assuring Italy *absolute primacy in Europe*. Electrified track laid totals 14,150 kms., while primary high tension cables amount to 9,630 kms.

Electrification of the *Milan-Venice* section began in 1953 and was completed as follows: Milan-Treviglio (October 1954), Padua-Venice (April 1956), Treviglio-Verona (December 1956) and Verona-Padua (February 1957). On the *Bari-Foggia-Pescara-Ancona* line, the Bari-Foggia section was completed in 1956; Foggia-Pescara was completed in 1957 (with the help of the Southern Italy Development Fund) and work began on the final Pescara-Ancona section (149 kms. of normal track) in the same year.

Work has already started on the *Mestre-Cervignano* section (103 kms.) with 16 kms. of double track and 87 kms. single track. The *Messina-Catania* trunk (95 kms. of single track) is expected to come into operation in October.

Under an agreement stipulated with the Swiss National Railways, plans have been drawn up for the electrification of the *Alessandria-Novara-Luino-Pino* lines, with a branch-line to Oleggio-Arona and Gal-

larate-Laveno. The purpose of this agreement is to improve rail communications between Switzerland and the port and industries of Genoa, and also lighten the traffic which is now concentrated on the Chiasso line. The length of the track to be electrified is 186 kms. (of which 70 kms. will be double track and 116 single). The relative plans are already being drafted and work will begin within a very short period, loans already having been assured by the Swiss Railways.

* * *

A wider *policy of automation* has brought about new signals systems, and improved control methods. Of great importance is the **Dirigente Centrale Operativo** at *Bologna Central* and the whole network it controls. The installations are composed of a complex security system which is operated through remote control and are so arranged that only one person is needed to regulate traffic on the six lines which run into Bologna Central and the various branch lines which run into the junctions and shunting yards. The adoption of this system has permitted the elimination of 11 signal boxes, staffed by 43 men.

At *Naples Central*, the existing master control is one of the latest type introduced by the Italian State Railways, and is part of a plan to install apparatus which conforms to the latest technical progress. The consequent improvements in traffic control at this junction have made it possible to transfer 55 employees from signals services.

Other equipment, of primary importance and technical interest, was brought into service during 1957 to ensure automatic safety measures at level crossings. It consists of semi-barriers and a luminous warning system, but for the moment this new equipment has been confined to the Rimini-Bologna line for experimental purposes. There is little doubt, however, that it will be used much more extensively, because of its value to the safety of road traffic crossing the railway.

Other new devices, destined to improve safety measures, particularly along those sections which have lately been electrified, have been brought into service along the Battipaglia-Reggio Calabria and Reggio Calabria-Metaponto-Bari lines. General plans have also included the modernization of some very old generating stations, as those existing at Milan Central and Venezia S. Lucia. This work is still under way and further modifications will be financed under future budgets.

Apart from new power stations (annual production is estimated to be 267,500 thousand kWh.), the year 1957 saw the completion of many plans which contemplated the modernization of the whole national rail network. Items included under this heading were telegraphic and telephone installations, automatic exchanges, teleprinters, new forms of lighting in stations and new generators.

Rolling Stock

Electrification of the main lines and the progressive use of diesel trains has led to a gradual decrease in the employment of steam trains and a consequent rise in the demand for electric locomotives, electric rail cars and diesel rail cars. The situation as regards freight and goods wagons shows a constant shortage of this particular class of rolling stock, but it is hoped that this will be made good in the near future, particularly as large orders have been given private industry.

Information relative to passenger rolling stock shows an increase in electric and diesel rail cars and the bringing into service of 100 new coaches to replace others which are now considered too old for further use. These new coaches provide all comforts and serve both classes.

The rolling stock situation at June 30, 1957 was as follows: steam locomotives: 2,504; electric locomotives: 1,606; electric rail cars: 885; electric trains: 320; diesel locomotives: 57; goods wagons: 119,340; passenger coaches: 7,849; postal and baggage cars: 2,954.

Six ferry boats are now in service in the Straits of Messina: a new vessel, with four tracks, capable of carrying 34 wagons and 25 motor vehicles (sister ship to the «Cariddi») is now being built, while modifications to the structure and engines of the «Messina» have already been completed. A new deck, for motor vehicles, is being added to the «Scilla», following the success which has been obtained with the «Cariddi». Following these modifications to the ferry boats, and the construction of special ramps at landing points, it will be possible to meet the heavy demands of increased traffic, particularly during the period of the lemon harvest.

Movement and Traffic

Faster train schedules and modifications to timetables and connections at main stations, plus the gradual electrification of the rail network, have produced satisfactory results both on domestic and international lines. The latter are serviced by such trains as the *Trans-Europ Express* which is pulled by electric rail cars over the Milan-Turin-Lyon (Mont Cenis), Milan-Genoa-Nice-Marseille (Ligure) and Milan-Brenner-Munich (Mediolanum) sections. These services are covered by the agreements drawn up between the European Railway Companies, which cater for speedy transport outside the category of luxury trains. The timetables for the *Trans-Europ Express* are so arranged that the trains arrive at main line stations in time for passengers to take connections for other regions. For example, the Mont Cenis, Ligure and Mediolanum sections on the Italian side can be used by

passengers from Piedmont, Lombardy and Liguria as well as those from Veneto, and the regions of Central and South Italy.

Mention must also be made of two night trains which connect Germany, Belgium and France with Italy, via the Gothard, with direct coaches for Milan, Rome and Ventimiglia. The latter has become known as the *Riviera Express*. There is also a direct service between Rome and Dunkirk and new rail communications with Yugoslavia (1).

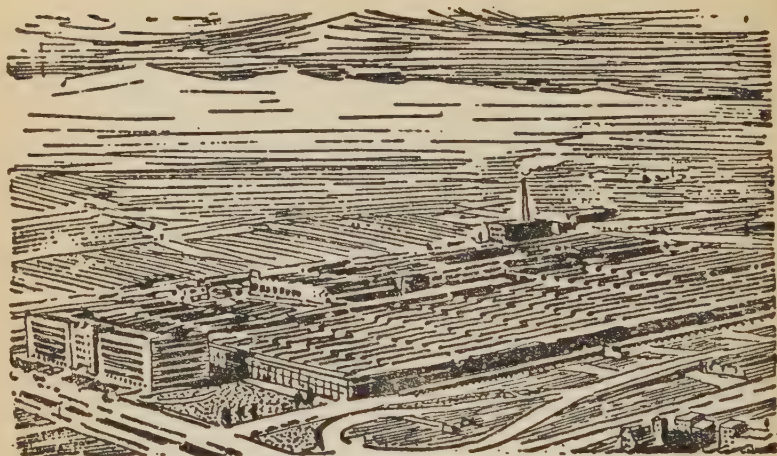
TRAIN/KMS. DAILY AVERAGE FOR 1956 AND 1957

	Summer Period		Winter Period	
	at 1.7.1956	at 1.7.1957	at 1.11.1956	at 1.11.1957
Steam trains (normal gauge)	113,441	84,438	104,795	78,905
Electric (normal gauge)	197,916	223,241	181,084	200,612
Steam (small gauge)	1,554	1,350	1,554	1,350
Thermic rail cars:				
normal gauge	108,359	117,490	110,283	118,315
small gauge	3,698	3,886	3,698	3,886
Electric rail cars	42,650	44,866	42,954	44,022
<i>Total...</i>	467,618	475,271	444,368	447,090
<i>Increase...</i>		7,653		2,722

TOTALS AND PERCENTAGE DIFFERENCES FOR FINANCIAL YEARS 1955-56 AND 1956-57

	1955-56	1956-57	Difference %
Train-kms, passengers:			
Steam and Diesel	42,179,987	36,148,297	— 14.3
Electric	82,874,445	87,909,964	+ 6.0
Rail cars and trolleys	39,132,962	42,071,495	+ 7.5
<i>Total...</i>	164,187,394	166,129,756	+ 1.1
Train-kms, freight:			
Steam and Diesel	18,750,470	17,125,542	— 8.7
Electric	39,642,773	41,677,132	+ 13.7
Rail cars and trolleys	161,763	170,216	+ 5.2
<i>Total...</i>	58,555,006	58,972,890	+ 0.7
Passengers carried, including Naples-Pozzuoli sub-way	406,629,002	384,302,170	— 5.5
Passenger-kms (including Naples-Pozzuoli subway)	24,039,804,539	24,883,000,386	+ 3.5
Tons carried for public	52,753,607	54,854,789	+ 3.9
Tons-kms (excluding livestock)	13,763,106,612	14,473,101,000	+ 5.1
Railway rolling stock in use on Ferry service across Straits of Messina	516,282	512,165	— 0.8
Loaded wagons shunted on to sidings	1,311,238	1,405,667	+ 7.2
Loaded wagons shunted off sidings	1,256,864	1,313,798	+ 4.5
<i>Total...</i>	2,568,102	2,719,465	+ 5.8

(1) See also: *Italy's Rail Communications with other European Countries* — « Italian Affairs », Vol. VI, N. 5, pp. 1891-1892.



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THE ROME RAIL TERMINAL

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The original Rome terminal, was considered a majestic building at the time of its construction (1864-1871), particularly when compared to the traffic running into the capital of the Papal States. But very soon, the growing requirements of the city called for modifications and alterations which were carried out uninterruptedly during successive years. The constant increase in the amount of traffic and the speedy evolution of the rail network called for something which was far different from that considered in the original plans. By 1937 it was recognised that a radical solution would have to be found, and many were the plans which were discussed and examined. It was finally decided that the station should be maintained in its original position, but that the principal buildings should be set back approximately 200 metres to permit an ample square under which a future underground rail station could be built.

The presence of the *Aggere Serviano*; to be left untouched in front of the station, as also other ruins of ancient Rome on the two sides of the S. Bibbiana subway, have somewhat cramped its longitudinal expansion.

Initial work began in 1938 with the building of the lateral offices and excellent progress was made until 1942 when the war brought further activities to a standstill. By that date, four buildings had been completed and another four were well advanced; work on the ninth building and the colonnade had not been started.

At the end of the war, it was decided that the plans for the front of the station, purely monumental, should be re-examined. The fact that the lateral buildings proved to be impractical, plus the need to lengthen the platforms, originally planned for a maximum of 350 metres, persuaded architects to adopt another solution.

At the beginning of 1947 the new plans contemplated a main station composed of a front section with two wings. The side flanking Via Giolitti, to the right when looking at the front of the station, is 1,170 metres long and consists of five buildings, two of which are joined, while the remaining three are a short distance from each other. The first building on Via Giolitti, starting from the front has a ground floor which houses various public services (luggage offices, local booking office, waiting rooms, etc.) while on the first floor there is a large conference hall, a library and various other rooms.

The second building, on the same road, contains offices and various services (station personnel, station master, telephone exchange, telegraph office, military booking office, police, etc.). The remaining three buildings house the local station for lines running through Lazio,

a signals cabin which controls all the traffic leaving and entering the station and the points and signals, and the heating plant.

The wing which runs along Via Marsala is 930 metres long and consists of 4 buildings, three of which are inter-communicating. The first, which is a twin — although a little shorter — of that in Via Giolitti, contains a left-luggage office, waiting rooms, customs office, a post office, agencies, etc., while some of the railway administrative offices are to be found on the first floor. The other buildings along Via Marsala house a postal sorting office (213 metres long), an express freight office, normal freight office, first aid station, etc.

The front of the station is composed of four buildings; that part of it known as the «dinosaur», because of its shape, contains the main booking office, an external restaurant and a long gallery. This front building is 232 metres long, 10.5 metres wide and 27.9 metres high. On the first floor are to be found another booking office, a restaurant and waiting rooms, while offices fill the remaining floors. The huge entrance, which houses the booking hall, juts into the square and has an area of 4,500 square metres, with a restaurant on one side. The ruins of the *Aggere Serviano* stand out clearly against the modern background. The main gallery is 220 metres long, 24 metres wide and 14 metres high, and gives access to the platforms from the two ends and the main booking office.

A real city exists beneath the station with passages, repair shops, heating plants, electric powerhouses and telephone exchange, rest rooms, lifts, waiting rooms, luggage lifts, etc. There are also a small church, shops and a «Railway Museum» which contains valuable models of rolling stock in use from the time of the first steam locomotive. The passageways have a total length of approximately 3,000 metres. This underground city is in contrast to all the normal planning and construction generally followed. The passages and corridors run past the top floors of the buildings which then spread out below this level to a depths of at least 60 feet. Another and important characteristic of this underground city is the special defence belt against humidity and damp, composed of special wall cavities which house water and gas mains, electrical installations, etc.

The interior of the station consists of 22 tracks with 10 central platforms and two running the length of the side wings, all of them covered. There are also a further 5 tracks, with relative covered platforms, which are used by the local Lazio services. Approximately 320 trains are in arrival and departure every day (400 during rush periods).

Technical installations. — Winter heating and summer air conditioning are made available through three independent systems: steam heating in the majority of the offices, radiation from the floors in the

main booking office, waiting rooms, restaurant and bar, and air conditioning in the underground premises, such as the hotel, telephone exchange and main signals cabin. The *water supply* is assured through seven huge tanks with a total capacity of 1,400 cubic metres, fed from the city water mains. Two internal mains deliver this water to all the station premises and the average daily consumption is about 4 million litres.

The electrical plant, providing *energy* for lighting and power, produces 9,900 kWh, about half of which is maintained as a reserve. The average consumption of electricity is over 10 million kWh.

Control of signals and points is through one main cabin with twin control rooms, one of which is for normal service and overlooks the station and the track, while the other is in an armoured, underground room. Each of these two rooms has three panels with a total of 730 levers and huge, luminous diagrams of the track, showing all the movement in the station, etc. These levers control 50 signals for the arrival and departure of trains, 170 track level signals for shunting and 300 points. The installation consists of 305 electric circuits connected with the track, 5,840 relays, 27,000 small lamps on the luminous diagrams and 1,680 kilometres of lead-covered electric cable.

The *telephone installations* include an automatic exchange with 700 numbers connecting the administrative and maintenance offices on an internal circuit. There are also direct lines to other stations and railway offices. There is a further, independent, telephone exchange with 100 numbers, for the exclusive use of the Movements Department. Rome Station has 1,200 automatic telephones, plus a further 200 of varying types. The network consists of 494 kilometres of lead-covered cable from outside lines and 1,100 kilometres of lead-covered cable for internal services.

The *lighting system* is partly incandescent and partly fluorescent, and includes 13,500 points with one or more bulbs. Those parts of the station open to the public, and the underground section, are generally lit by fluorescent lamps. Steel or plastic tubes, extending over 330 kilometres, protect the wires: a total of 1,200 Kms of electric circuit, protected by these steel or plastic tubes, or lead-covered cable.

Traction installations, within the immediate area of the station, consist of about 43 kilometres of overhead cable with 214 inter-sections which correspond with the points. Other technical installations include 14 elevators, some of them automatic, and 75 hoists, several of which are semi-automatic. There is also an accumulator charging station, a loud-speaker system (three main installations: one for internal service in the main control cabin with 14 loud-speakers, one for service within the area of the station with 72 speakers and one

for the public, installed within the main booking hall, platforms, waiting rooms, etc., with 260 speakers), a control office with two large electric master clocks which transmit impulses to the 318 clocks of various types to be found within the station and equipment for the post office (conveyer belts, automatic sorting machines, etc.).

The buildings which comprise Rome station cover an area of 55,000 square metres, about double that of St. Peter's Square. The platforms cover an almost equal area (54,000 square metres). The interior of the station, up to the S. Bihiana subway, has an area of 150,000 square metres on which 34 kilometres of track have been laid. The total volume of the building is estimated at 1,900,000 cubic metres. The building and supply of materials throughout the period 1938-1950 called for a total of 5 million working days, corresponding to eight years employment for 2,000 workers of all categories. Such was the vastness of the work involved that, for long periods before and after the war, building continued on a three shift system. Excavations and fillings meant the transfer of 1,500,000 cubic metres of material while 600,000 cubic metres of reinforced and normal concrete blocks were used for the buildings. The following materials were used in the construction: 80,000 tons of cement, 14,000 tons of iron, 35,000 square metres of timber, 32,000 square metres of glass, 86,000 square metres of marble and stone for external facing and 110,000 square metres of tiling and chips for internal facing and flooring.

The *correct operation* of all the services requires a daily staff of 1,410 units, of which 1,190 are direct employees of the State Railways and 220 employed by companies responsible for cleaning and portage. During rush periods, more than 700 units are required for each shift.

Traffic movement, meaning arrivals and departures throughout each twenty-four hour period, amounts to 332 normal passenger trains of which 288 are electric, 30 steam and 14 drawn by rail cars. Two special trains are also in service each day and a special shunting service, pulling empty coaches to and from the depot at Prenestino, operates on an average of 68 journeys per day. Between arrivals and departures, there is a daily movement of approximately 1,600 coaches (including luggage and postal cars) and 280 locomotives of all kinds used for 65 goods trains carrying special freight (express, local, mail, etc.). Average daily passengers, arriving and departing (including those in transit) are estimated to be 75,000. The following figures refer to other traffic, less apparent but still of great importance: average luggage and parcels (in and out): 3,225 pieces; luggage left in deposit: 2,500 pieces; freight awaiting collection: 4,660 pieces, approximately 1,000 quintals; mail: 600 quintals of letters and 25,000 parcels; newspapers (in and out): 8,450 packages.

THE MERCANTILE MARINE

Situation as at January 1, 1958

The phases of progress in the mercantile fleet tonnage from 1950, a year which may be regarded as the turning point towards normalization in national and international economy, to the present day, and which may be traced from data available on the extent of the fleet (see table I) at the beginning of the year, represent a documentation of particular importance.

Table I - INCREASE IN MERCANTILE TONNAGE DURING THE YEARS 1950-1958

DATE OF SURVEY (January 1)	Gross Tonnage	Increase Over Previous Year (in tons)	DATE OF SURVEY (January 1)	Gross Tonnage	Increase Over Previous Year (in tons)
1950	2,654,976	—	1955	4,037,405	314,934
1951	2,921,671	266,695	1956	4,157,681	120,284
1952	3,270,887	349,216	1957	4,504,330	346,641
1953	3,529,232	258,345	1958	4,965,261	460,931
1954	3,722,471	193,239			

The increase registered in 1957 was over 10 %, against approximately 8.5 % registered for the previous year. The classification of the fleet into its principal categories, compared with the situation as at January 1, 1957, is shown in the following Table II.

With its 4,084 units, for 4,965,261 tons, Italy now holds sixth place in the list of world mercantile fleets, coming after the U.S.A., the United Kingdom, Liberia, Norway and Japan.

Table III gives a picture of the variations in fleet components during the twelve months of 1957. From this, it appears that mixed cargo and passenger vessels, which had suffered a decrease of 38,000 gross tons during 1956, in 1957 showed an increase of over 12,000 tons and of one vessel.

The greatest progress was made in dry cargo vessels, which increased by 57 units for approximately 300,000 tons, and by tankers, which increased by 17 units for almost 165,000 tons. On the other hand, the downward trend continued in minor freight vessels (motor-sailing ships and sailing ships), whereas the fishing fleet showed a definite improvement in quality.

Table IV shows distribution of vessels according to their age, and the progress made is evident. Examination shows that 25 % of the fleet has been in operation less than five years and that 33 % has

Table II — COMPONENTS OF THE MERCANTILE FLEET
AS AT JANUARY, 1, 1957 AND JANUARY 1, 1958

TYPE OF VESSEL	January 1, 1957		January 1, 1958	
	No.	Gross Tonnage	No.	Gross Tonnage
<i>With mechanical propulsion:</i>				
a) From 100 gross tons upwards:				
Mixed cargo & passenger	134	652,027	135	664,676
Dry cargo	706	2,379,832	763	2,669,270
Tankers	202	1,302,302	219	1,467,128
Trawlers	38	10,682	41	11,155
Special vessels	145	51,919	133	46,478
<i>Totals...</i>	1,225	4,396,762	1,292	4,858,707
b) Less than 100 gross tons:				
Motor fishing boats	1,938	55,291	1,935	56,813
Others	212	10,038	198	9,955
<i>Totals...</i>	2,150	65,329	2,133	66,768
<i>Total vessels with mechanical propulsion</i>	3,375	4,462,091	3,424	4,995,475
<i>Motor-sailing vessels</i>	591	39,968	561	37,778
<i>Sailing vessels:</i>				
Cargo	57*	1,286	48	1,065
Fishing	57	985	51	943
<i>Total sailing vessels...</i>	114	2,271	99	2,008
<i>Grand totals...</i>	4,080	4,504,330	4,084	4,965,261

All the above vessels are furnished with certificates of nationality.

been commissioned for less than ten years. A year ago, the proportion was 22 % and 30 % respectively. In the intervening period, vessels which have been in service for more than 25 years dropped to 25 % against 27 % twelve months ago and 31.5 % in 1952.

This is the most modern fleet the country has ever possessed and the figures are almost equal to the world average. Much of the credit is due to the new construction programme which has been under way during the past few years and the effects of the Law of July 17, 1954, No. 522 (Tambroni) and the Law of July 25, 1956 (Cassiani) on shipbuilding.

* * *

Analysing the various *shipping sectors* it will be seen that important progress has been made even though certain of them — coasting trade particularly — have not produced very favourable economic results.

Among the companies which receive Government subsidies, the FINMARE group, composed of four shipping companies (*Italia, Lloyd Triestino, Adriatica* and *Tirrenia*) owns 94 vessels with a total displacement of 656,801 gross tons. This group, which controls some of the most important lines, has been able to introduce vast improvements in its services. The addition of the passenger motor vessel

«*Ausia*» of 12,000 tons, has definitely improved the fast service to Egypt and the Levant, a route on which foreign competition showed itself to be particularly fierce in the post war period. The addition of this new vessel, which flanks the older «*Esperia*» of 9,000 tons, has restored Italy to the foremost position which she originally held for many years on this route.

Other important improvements have followed the addition of three passenger motor vessels, «*Arborea*» and «*Carolus*» of 5,400 tons each and the «*Torres*» of 4,000 tons, to services which *Tirrenia* controls between Sardinia and the mainland and which are finally sufficient to meet the heavy demands put upon them. During the course of the past year, modifications to very important lines, the North America-Pacific controlled by *Italia* and the Far East, controlled by *Lloyd Triestino*, have been completed. These routes are now served by vessels adequate to the demands of modern times and the Italian flag is now represented. The unfortunate period when it was necessary to use material which had been recouped, or even to cut such services because of a complete lack of vessels, has passed for good.

Table III — VARIATIONS IN THE COMPOSITION OF THE MERCHANT FLEET
(December 31, 1957 compared with December 31, 1956)

CLASS OF VESSEL	No.	Gross tonnage
<i>Mechanical propelled:</i>		
a) 100 gross tons and over:		
Mixed cargo and passenger	+ 1	+ 12,649
Dry cargo	+ 57	+ 289,438
Tankers	+ 17	+ 164,826
Trawlers	+ 3	+ 473
Special	— 12	— 5,441
<i>Total...</i>	+ 66	+ 461,945
b) Less than 100 gross tons:		
Motor fishing boats	— 3	+ 1,522
Others	— 14	— 83
<i>Total...</i>	— 17	+ 1,439
<i>Motor-sailing vessels</i>	— 30	— 2,190
<i>Sailing vessels:</i>		
Cargo	— 9	— 221
Fishing	— 6	— 42
<i>Total...</i>	— 15	— 263
Grand total...	+ 4	+ 460,931

The activity of the FINMARE group, therefore, has made definite progress, in spite of the fact that the international situation has not always been favourable. Preliminary information reveals that the *Italia* Company held second place last year on the North Atlantic route, carrying 100,143 passengers. Similar progress has also been

noted on the South American route, with a total of 41,000 passengers against 37,000 in 1956, although there are only two vessels now in service on the Brazil-Plata run, against three during the previous year. The *Italia* Company has won the first place in passenger transport for the sixth consecutive year.

The introduction of new vessels to routes controlled by the *Adriatica* Company has also meant that this line has moved ahead by leaps and bounds. On the express service between Italy-Piraeus-Smyrna-Istanbul (with the new motor vessels *San Marco* and *San Giorgio*) passenger movement rose from 8,928 in 1956 to approximately 13,000 in 1957; freight movement increased by 25,713 tons to a total of 42,885 tons.

In June 1957, the *Italia* Company ordered a new transatlantic, *Leonardo da Vinci*, from the Ansaldo Yards at Sestri Ponente (to replace the *Andrea Doria* which was sunk) and this vessel is likely to be ready towards the end of this year. The *Adriatica* Company also ordered three passenger cargo vessels, each of 4,350 gross tons, for the Egypt-Soria-Anatolia route during the same year.

Private shipping lines have also extended their activities within their particular spheres of operation, and important modifications have been made to passenger services, tramping and transport of crude oil. The purchase of a large number of modern vessels of all categories has led to the strengthening of services in the Mediterranean, to Central America, West Africa and the Red Sea and the opening of new ones. In March of this year, with the commissioning of the transatlantic *Federico C.* on the «C» line (*Giacomo Costa*), a vessel of 20,000 gross tons, one of the most modern and efficient units of its class now afloat, the South American route is likely to improve very greatly. *This vessel is the largest to be built for a private company in the post-war period in Italy.* During the first few months of this year, the same company also brought two new motor vessels of 18,430 gross tons each into service, the *Maria Costa* and the *Pia Costa*; they represent the largest Italian dry cargo vessels on the North American crossing.

During 1957, the world situation with regard to tramping was not at all favourable, but Italian companies managed to hold a firm position. This was mainly due to the fact that every attempt was made to obtain long term contracts for the maximum number of vessels at more favourable rates than those commonly in use, but such that every assurance was available against market oscillations. This far-sighted policy enabled Italian shipping companies to protect themselves against the damaging situation which has grown up in the past few months. A similar policy was adopted for the tanker fleet. As a consequence, the percentage of the tanker fleet which had to be

Table IV -- ITALIAN MECHANICALLY PROPELLED VESSELS FROM 100 GROSS TONNAGE UPWARDS,
DIVIDED BY YEAR AND TONNAGE, AS AT JANUARY 1, 1958

TONNAGE	Age in Years										Totals			
	Up to 5 Yrs		6-10 Yrs		11-15 Yrs		16-20 Yrs		20-25 Yrs		Over 25			
	No.	Gross Ton.	No.	Gross Ton.	No.	Gross Ton.	No.	Gross Ton.	No.	Gross Ton.	No.	Gross Ton.		
100- 500.....	76	24,123	52	16,928	153	38,135	47	13,818	11	2,317	143	37,551	182	132,872
501- 1,000.....	12	9,148	9	7,123	17	13,223	9	6,320	3	2,348	31	26,896	81	65,058
1,001- 1,500.....	8	9,776	8	9,502	2	2,828	2	2,536	1	1,139	47	59,691	68	85,472
1,501- 2,000.....	11	17,600	9	14,802	17	30,977	1	1,993	—	—	42	70,457	80	135,829
2,001- 4,000.....	10	28,985	8	19,102	9	27,194	3	9,805	3	9,147	60	173,726	93	267,959
4,001- 6,000.....	7	35,991	13	69,094	—	—	1	5,323	1	4,213	58	295,826	80	410,447
6,001- 8,000.....	15	101,781	4	27,251	153	1,090,621	33	233,328	3	21,418	31	211,629	239	1,686,028
8,001-10,000.....	19	166,017	4	37,752	2	18,056	9	78,533	2	16,742	18	156,652	54	473,752
10,001-15,000.....	32	392,922	8	97,678	31	333,293	4	44,177	3	31,296	6	69,895	84	969,261
15,001-20,000.....	7	117,436	2	34,305	—	—	—	—	—	—	1	18,567	10	170,308
20,001-25,000.....	12	249,925	—	—	—	—	—	—	—	—	4	96,246	16	346,171
25,001 and over	2	61,191	2	54,168	—	—	—	—	—	—	—	—	4	115,359
Total...	211	1,214,895	119	387,705	384	1,554,327	109	395,833	27	88,620	441	1,217,136	1,291	4,858,516

paid up was kept to limited proportions and it was towards the end of the year that it reached a total of 7 % of the total gross tonnage.

According to information released by the Institute of Statistics on *shipping movement*, vessels arriving in Italian ports during 1957 totalled 145,496 of which 24,463 were on international routes and 121,033 on coastal routes. Freight movement reached 79.1 million tons against 70.8 million tons in 1956, showing an increase of 11.6 %. Passengers disembarked and embarked numbered 9,996,000 against 9,877,000 (an increase of 1.2 % over the figures for 1956). The rise in freight movement is mainly due to international traffic movement. In fact, 47.4 million tons of freight from foreign ports were unloaded in Italian ports in 1957, this being an increase of 11.7 %. Freight loaded and destined for foreign ports amounted to 9.7 millions tons, a rise of 23.7 % when compared to 1956. Italian participation in this movement amounted to 47.8 % for freight, unloaded and loaded, and 45 % for passengers. The strongest rises (from 30 to 12 %) in cargo unloaded and loaded, in relation to 1956, were in the ports of Ancona, Piombino, Ravenna, Civitavecchia, La Spezia, Genoa, Leghorn, Olbia, Augusta, Savona and Cagliari.



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THE FISHING INDUSTRY

Progress in deep sea, lake and river fishing in 1956 and 1957 New legislation

The fishing industry showed some slight progress in 1956, mostly due to better results in deep-sea fishing, which totalled 20,000 quintals more than the preceding year. This in part compensated for the contraction in fresh water fishing and a drop in shell fish.

In 1955, the Italian fishing fleet consisted of 46,192 vessels of all kinds, for a total of 151,489 gross tons. Of this, only 9,592 vessels, for a total of 99,188 gross tons, were equipped with some form of mechanical propulsion. However, a determined effort has been made to equip more of the vessels with motors. Only 8,668 vessels were motorized in 1954 and much of the progress which has been made is due to the fact that sailing vessels have been fitted with auxiliary motors.

Table I contains information relative to deep sea fishing, mollusks and shell-fish, for 1955, 1956 and 1957, according to the ports in which

Table I - THE FISHING INDUSTRY IN 1955, 1956 AND 1957

TYPE AND COAST	1955	1956	1957
<i>Wet fish</i>			
Ligurian	40,255	37,377	39,959
Tyrrhenian	402,438	395,895	368,276
Sardinian	61,988	64,335	65,435
Sicilian	447,153	470,896	332,327
Ionian	43,297	48,571	65,308
Adriatic	556,403	554,735	595,278
<i>Total...</i>	1,551,534	1,571,809	1,466,583
<i>Mollusks</i>			
Ligurian	46,338	44,648	43,917
Tyrrhenian	33,752	39,090	41,219
Sardinian	20,926	19,769	17,237
Sicilian	33,778	32,340	29,496
Ionian	51,479	50,154	58,883
Adriatic	141,367	130,360	133,585
<i>Total...</i>	327,676	316,361	324,337
<i>Shell Fish</i>			
Ligurian	1,904	1,536	2,314
Tyrrhenian	10,630	11,213	14,702
Sardinian	4,136	4,228	2,465
Sicilian	17,026	17,934	18,040
Ionian	674	630	1,362
Adriatic	33,986	29,110	37,442
<i>Total...</i>	68,266	64,651	76,325
<i>Total Catch</i>			
Wet Fish	1,551,534	1,571,809	1,466,583
Mollusks	327,676	316,361	324,337
Shell Fish	68,266	64,651	76,325
<i>Total...</i>	1,947,476	1,952,821	1,867,245

Table II - FISHING INDUSTRY. TOTAL CATCH - SEA AND LAGOON (quintals)

YEAR	Wet Fish				Mollusks			Shell Fish	Total
	Anchovy Sardines Mackerel	Tuna	Other Fish (a)	Total	Cattle Polype calamary	Others	Total		
1952	811,409	18,948	817,733	1,648,090	120,243	100,835	221,078	55,222	1,924,390
1953	691,448	26,135	888,948	1,606,531	124,774	100,233	225,007	59,640	1,891,178
1954	692,962	24,718	880,315	1,597,995	136,309	145,315	281,623	66,305	1,945,923
1955	676,470	21,561	853,503	1,551,534	144,026	183,650	327,676	68,266	1,947,476
1956	758,725	19,110	793,974	1,571,809	143,376	172,985	316,361	64,651	1,952,821
1957	671,383	28,774	766,426	1,466,583	—	—	324,337	76,325	1,867,245

(a) Including deep sea fishing.

the catches were unloaded. The Adriatic continues to be the coast which registers the largest catches of all qualities of fish in absolute figures, although there was a contraction during the period 1955, 1956 and 1957. Fishing off the islands of Sicily and Sardinia has produced better results, when compared to earlier figures.

Table II gives general information relative to the quality of deep sea catches. Examination shows that 1956 was an excellent year for anchovy, sardines and mackerel, while 1957 proved to be the best year for tuna. In the 35 curing and processing establishments operating in 1956, the total catch was divided as follows:

tuna: total catch, 15,597 quintals; to industry, 8,127 quintals; to markets: 7,470 quintals;

mackerel: total catch, 333 quintals to markets;

other fish: total catch, 1,797 quintals; to industry, 56 quintals; to markets, 1,741 quintals.

Table III - LAKE FISHING 1956
(Figures represent quintals)

REGION	Quality						Value (a)
	Carp Trout Salmon ecc.	Eels	Pike Perch	Tench	Other Fish	Total	
Piedmont	610	45	451	1,138	1,277	3,521	129,233
Lombardy	2,546	860	2,329	5,021	5,682	16,438	576,619
Trentino-Alto Adige	79	83	148	160	302	772	35,329
Veneto	802	225	321	458	669	2,475	107,730
Friuli-Venetia Julia	22	2	6	8	3	41	2,500
Tuscany	70	387	207	242	142	1,048	28,360
Umbria	16	735	1,576	1,213	961	4,501	110,950
Lazio	253	446	942	868	2,694	5,203	130,446
Abruzzi and Molise	355	2	10	6	10	383	17,580
Sardinia	76	4	53	251	13	397	3,017
ITALY...	4,829	2,789	6,043	9,365	11,753	34,779	1,141,764

(a) In thousands of lire.

Table III illustrates the extent of lake fishing per province and region, giving results in weight (quintals) and value (lire). It is the larger lakes which make the major contribution to this branch of the fishing industry, and Lombardy heads the list. In general, consumption of fresh-water fish is local and, for this reason, local markets absorb nearly all the catch. The same cannot be said for sea fishing which supplies the markets all over the country. Table IV gives a general summary of the sales and demand during 1956, with quantities, value, and average prices. Naturally, these are wholesale prices, having no relation to prices arising from the ratio between quantity and value for each group of fish. Total sales exceed 23 milliard lire, while the average price is less than Lire 200 per kilogram.

The State has taken special precautions over *legislation in favour of the fishing industry* (1), which contains special provisions for the southern regions, and which can only be applied, therefore, within the territory under the jurisdiction of the «Southern Italy Development Fund» (the Tyrrhenian coast and islands, the Ionian coast and islands and the Adriatic: from Anzio to San Benedetto del Tronto, plus the islands of Elba, Giglio and Capraia). Thus, about 80 % of the entire Italian fishing industry benefits under the terms of Article 5 of the law, and the Southern Italy Development Fund is able to meet essential requirements by contributing towards improved equipment and installations, particularly *preservation of fish*, transport and distribution. This latter is a problem which has been discussed for years in the trade press and by the Chamber of Commerce. Both have more than once stated that if fish arrives on the market with any

(1) *Law of July 29, 1957, No. 634, Art. 5.* «All fishing cooperatives and their branches, with offices in national territory, as under Article 3 of the Law of August 10, 1950, No. 646, including all successive modifications and additions, and all individual fishermen resident in the said territory and who employ vessels of which they are the proprietor, may receive loans from the Southern Italy Development Fund; such loans are not to be above 40 % of the expenses incurred in the purchase and equipment of such vessels, including expenditure for the preservation and processing of products and by-products, the production of ice, the repairing and manufacture of nets and other equipment, the transport of products and by-products, purchase of equipment for oyster beds and the construction of premises and installation of equipment generally required by the industry.

Repayment is accumulative, together with interest on loans to the fishing industry, as under the Law of January 10, 1952, No. 16, but may not be included in other payments on State loans.

The limits of the assistance offered by the Southern Italy Development Fund to the fishing industry shall be determined by the Committee of Ministers for the Southern Regions.

The benefits foreseen under this present law shall be extended to those undertakings which are not organized under the cooperative movement».

Table IV - QUANTITY, VALUE AND AVERAGE PRICE OF FISH
ON WHOLESALE MARKET

Q U A L I T Y	Quantity	Value	Average Price
<i>Wet Fish</i>	898,631	18,378.6	205
Anchovy, Sardines, mackerel.....	434,993	6,053.8	139
Tuna.....	3,028	131.9	435
Other qualities.....	460,610	12,192.9	265
<i>Mollusks</i>	231,452	3,629.0	157
Cuttle, Polype, Calamary.....	96,317	2,435.5	253
Other mollusks.....	135,135	1,193.5	88
<i>Shell Fish</i>	43,612	1,229.7	282
<i>Total</i> ...	1,173,695	23,237.3	198

delay, prices suffer considerably. This, in turn, effects the retail trade and generally has repercussions over the whole of the country.

Other assistance to the industry includes a National Institute for Vocational Training, which has opened large numbers of special courses, from April 13, 1957 onwards, and better social services for fishermen who are now able to receive old age and invalid pensions.

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THE MOTOR VEHICLE INDUSTRY

The situation in 1957 and the rise in exports

According to recent estimates, the Italian industry produced 351,799 motor vehicles during 1957 (318,488 private vehicles, 7,395 special vehicles, 23,669 lorries, 2,247 coaches and buses) showing a rise of 11.4 % over 1956.

The average monthly figures for the above were 29,316, which means a daily production of 1,257 or one vehicle completed every 23 seconds. The excellent results obtained — which represent a new primacy for the Italian industry — stem from a sharp rise in the production of *private vehicles* (+ 13.9 % over the previous year) which more than compensated for oscillations in production of other types of vehicles. Trailers, light vans, etc. show a drop in production of 1,600 units, lorries 900 and coaches and buses 200.

The increase in private vehicles refers to a greater production of medium powered cars and the launching of new utility models on the market. The table which follows illustrates automobile production according to the type of vehicle and compares 1956 and 1957 total figures.

MOTOR VEHICLE PRODUCTION - 1957

M O N T H	Private Vehicles	Special Vehicles	Lorries			Coaches and Buses			Total
			Light	Medium	Heavy	Light	Medium	Heavy	
January	20,419	861	938	233	579	23	48	143	23,244
February	23,546	829	950	259	529	16	59	164	26,352
March	26,033	835	1,001	293	808	49	57	134	29,210
April	26,518	782	981	334	608	14	72	156	29,465
May	30,613	734	1,352	389	630	28	77	78	33,901
June	28,350	871	1,105	403	539	29	54	141	31,492
July	35,872	860	1,271	466	726	56	39	82	39,372
August	11,535	334	490	200	374	4	23	51	13,010
September	33,016	462	1,219	391	858	16	55	85	36,102
October	32,935	257	1,138	351	791	21	57	103	35,653
November	25,843	240	771	313	680	27	33	90	27,997
December	23,808	330	790	195	714	13	28	123	26,001
Total									
1957 (a)	318,488	7,395	12,006	3,827	7,836	296	601	1,350	351,799
1956 (b)	279,713	9,086	11,767	4,432	8,342	266	659	1,528	315,793
% increase of (a) over (b): 11.4.									

Foreign sales have shown extraordinary results. In 1957, exports totalled 119,123 units (87,034 in 1956), a considerable increase which almost reaches 37 %. More than one third of the new cars produced (33.9 %) are sold on foreign markets. The prospects for the future

appear very sound and the important market represented by the United States, which absorbed 872 Italian vehicles in 1956, called for over 13,000 in 1957, of which 8,400 in the last quarter of the year. Export percentages on production are shown in the following table.

THE ITALIAN AUTOMOBILE INDUSTRY - EXPORTS IN 1957

CATEGORY	Production	Exports	Export percentage of production
Private vehicles	318,488	110,953	34.8
Trailers, etc.	7,395	702	9.5
Lorries	23,669	7,056	29.8
Coaches and buses	2,247	412	18.3
<i>Total...</i>	351,799	119,123	33.9

Generally speaking, the industry is flourishing as a result of the success of new utility models and the gradual rise in individual income throughout Italy, particularly in the southern regions.

Further testimony to the progress of the Italian motor vehicle industry is provided by *circulation* figures, which continue to show a gradual and constant increase, common to preceding years.

ROAD CIRCULATION IN 1957

REGIONAL DIVISION	Private Vehicles	Coaches, Buses	Lorries	Tractors (Road)	Motor-cycles	Motor-tricycles	Trailers	Total
Piedmont	158,329	1,049	48,962	178	74,267	5,885	4,697	293,367
Valle d'Aosta	3,252	60	1,381	—	3,177	681	132	8,683
Lombardy	252,910	2,337	75,591	373	121,926	12,127	8,117	473,381
Trentino-Alto Adige	18,378	187	6,991	210	15,995	1,986	798	44,545
Veneto	80,391	689	35,106	217	42,794	5,380	4,396	168,973
Friuli-Venetia Julia	17,769	187	6,174	22	11,374	1,055	930	37,511
Trieste	14,034	128	2,223	31	5,945	491	193	23,045
Liguria	55,188	818	16,295	194	28,113	4,166	1,554	106,328
Emilia-Romagna	99,056	847	49,893	132	69,565	6,682	5,255	231,430
Tuscany	86,922	816	27,970	123	73,134	8,320	2,519	199,804
Umbria	16,476	154	5,888	15	15,239	1,574	596	39,942
Marches	26,934	224	11,109	8	26,913	4,333	1,190	70,701
Latium	150,840	2,068	30,863	152	42,293	6,637	2,296	235,149
Abruzzi-Molise	18,734	163	8,699	8	7,274	3,212	544	38,634
Campania	75,243	1,159	19,519	—	19,184	8,449	1,082	124,636
Apulia	44,366	606	12,661	26	10,678	3,895	1,444	73,676
Basilicata	4,165	81	1,786	—	941	326	78	7,377
Calabria	20,002	160	7,286	—	6,162	4,362	287	38,259
Sicily	78,114	1,015	17,358	18	22,661	10,391	947	130,504
Sardinia	16,529	366	6,434	—	7,740	3,088	439	34,596
ITALY...	1,236,622	13,114	392,189	1,707	605,375	94,040	37,494	2,380,541

THE NEW NATIONAL GALLERY AT CAPODIMONTE

Organization of the new Neapolitan Picture Gallery

After five years of intensive labour, the «Hunting Casino» (later becomed the Royal Palace of Capodimonte), has been reopened to the public as the *Naples National Museum*, and is now probably one of the most modern and rich in the whole of Italy. The building, of notable interest, was built in 1738 by an architect called Antonio Medrano on the orders of Charles of Borbon.

Restorations carried out to this building have permitted one hundred rooms to be made available to the public, useful wall space measuring 18,000 square metres. On the first floor, former planning has been adapted to new requirements after a considerable amount of work, and 19th century works of art and a museum have been installed. On the east side, where three very large rooms are to be found, a huge ballroom has been returned to its former beauty. A series of rooms have been restored to the style in vogue towards the end of the 18th century and the first few decades of the 19th. An 18th century apartment has been arranged round the «Porcelain salon» (including an inlaid ceiling brought from the royal palace at Portici); the ceilings are the work of Fedele Fischetti, a Neapolitan (second half of the 18th century) and were transferred from Casacalenda Palace. There are also some very fine 16th century Flemish and 18th century Neapolitan tapestries. Another series of rooms has been set aside for the Print and Sketch Gallery, and here there are about 20,000 exhibits to be seen. The Armoury is considered to be one of the best in Europe. On the west side of the palace, twenty rooms form the 19th Century Gallery (1).

Showing great skill, restorers have attempted to give some unity to the many rooms in the palace, using neutral tints for the walls and tiled floors. Light from the great windows has been carefully shielded through the use of special glass, curtains and adjustable blinds. Concealed electric lighting has been installed which distributes an even light in all the rooms. The collection, with the addition of the *Rotondo Collection* from the S. Martino Museum and the *Marino Donation*, is the result of careful selection and represents a highly interesting panorama of the Neapolitan school, ranging from the neo-classics and academic works of the beginning of the century by such non-Italians as Hackert, Dunouy, Pitloo, Vervloet to those of Toma, Morelli, Man-

(1) See also: *Museum and Art Galleries in Italy* - «Italian Affairs», Vol. IV, N. 2-3, pp. 793-796.

cini, Palizzi, Michetti, Cammarano and De Nittis. Works of lesser importance have been hung in special rooms which act as a type of subsidiary museum.

The second floor, which was originally divided into rooms which had no specific use, has been modified to house the National Gallery and offers excellent natural lighting. The original wooden roof has been replaced with reinforced concrete joists and plate glass, which cover an area of approximately 8,000 square metres. A dummy ceiling, with automatically adjusted glass panels, permits an even light to filter through to all parts.

The technical planning used in the construction of the ceilings has been very varied, ranging from fixed glass panels set at an angle and which direct light on to the walls, thus permitting the best possible lighting conditions, to flat, immovable ones which are used in the centre and extreme outer edges. The paintings have been arranged according to size and available space, while the general architectural design is one of simplicity. Adjacent to the main exposition halls on the ground and first floors are the storerooms. Extra space has been found above the huge ballroom and sixty, artificial, sliding walls have been fitted to hold the many paintings which are not on exhibition.

The main gallery, composed of the «Farnesina» collection and other purchases and gifts, consists of almost two thousand works of art, among them the paintings of Masaccio, Simone Martini, Mantegna, Giambellino, Perugino, Botticelli, Correggio, Parmigianino, two famous Brueghel, nine by Titian, Lotto, Palma il Vecchio, an important group of 17th century Emilian paintings (Reni, Carracci, Domenichino, Lanfranco, Schedoni, etc.), a vast selection of 17th and 18th century Neapolitan works (Battistello, Cavallino, Stanzioni, Preti, Salvator Rosa, Luca Giordano, Solimena, Giaquinto, De Mura, Del Po, Traversi and Bonito), Magnasco, Pannini, Ricci and Goya.

A special *laboratory for restoration of paintings* has been built at the side of the museum. It covers an area of 1,450 square metres and is divided into two sections — technical and physico-chemical — both modernly equipped.

The Naples Gallery recently obtained possession of an important private collection which was given to the State by Mario De Ciccio. This collection includes 1,200 pieces of porcelain, pottery, rare musical instruments and bronzes, some of which date from the 14th and 16th centuries (1).

(1) See also: *Visitors to Italian museums and Art Galleries* — «Italian Affairs» Vol. V, N. 6, pp. 1519-1520.

THE MILAN FAIR

A Spring Rendezvous for World Traders (1)

The 36th edition of the Milan Fair was one of the principal attractions during April of this year. For a long time, this exposition has been a classical Spring appointment for traders from all over the world, and a means through which manufacturers and industry at large can illustrate their products and programmes for the future. But, while acknowledging the current attractions of this fair, it is equally interesting to look into the past and trace a brief outline of its history.

It is a generally accepted fact that the people of Milan are excellent and instinctive businessmen. In 1881, they had already planned and opened a National Exposition in which the leading industries took an active part, not so much for the purpose of advertising progress in production as to increase the sales of the goods on show. In 1906, the International Labour Exposition was inaugurated to celebrate the opening of the Simplon Tunnel and, ten years later, a group of Milanese citizens began to study plans for a great fair, which would become a common meeting ground for representatives of industry and commerce of all nations and so help to overcome the hate and rivalry caused by war. After two years of intense effort and study, the 1st Milan Samples Fair was opened to the public in 1920.

Success was obvious from the very start. For a few years the Fair was held at Porta Venezia, among the wooden huts and a fun-fair which were to be found there. But, by 1923, it had already been decided that it should be moved to the present site, which was more in keeping with tradition and the industrial worth of Milan.

Up to the second World War, the Milan Fair continued to develop and its success was such that it held a leading position among European exhibitions of a similar nature. Hostilities brought destruction to the site but, by 1946, in a world still torn by the consequences of war, the installations were renewed and the fair once again addressed its appeal to the world. From that time on, the Milan Samples Fair has grown in an impressive manner.

This year's edition, the 36th of the series, covered a frontal area of 67 kilometres, and drew exhibitors from every country in the world. The area was confined to 400,000 square metres, as for the previous editions, but there has been a development in the vertical sense, so much so that the Samples Section reached 407,634 square metres, of which 230,025 square metres represented the actual exposition zone

(1) See also: *International Fairs in Italy* - « Italian Affairs », Vol. IV, No. 2-3, pp. 797-802.

and 177,509 square metres passages, stairways, deposits, services, etc. The number of exhibitors also showed an increase, reaching a total of 13,315, surpassing 1957 by 233. This is indeed a remarkable figure, when it is realised that manufacturers of machine tools did not take part since they are exhibiting this month in a special trade fair for this particular industrial category. Although this year's edition opened almost at the same time as the World Fair in Brussels, foreign participation showed no contraction. In fact, the 47 nations represented at the 35th edition of last year, rose to 51 nations and territories, with a total representation of 3,378 companies. 32 nations held their official exposition in the Palace of the Nations where, apart from the more usual innovations and inventions of a technical nature, there were some interesting stands describing those countries which draw a valuable source of income from tourism.

The number of visitors is estimated at 4,250,000, approximately 100,000 more than in 1957; 93,512 buyers, registered with the special service organized by the Fair authorities, visited the exposition as representatives of 118 nations. There were also a considerable number of congresses, conventions and special «discussion days» held in the many special rooms available (37) in the fair zone, and these were attended by 7,100 persons. This is an important sideline to the main fair for it permits the discussion of the most varied problems of science and industry by qualified experts from all over the world.

However, the principal characteristic of the 36th Milan Samples Fair was undoubtedly the progress made in the products on view, and the manner in which the requirements of buyers, particularly those from other countries, could be met. New stands and pavilions were open to the public this year, among them the Salon of Radio, Television and Electronic components, the Exhibition of Furniture and Garden Sports, the Hanging Garden and Flower Show, the Dairy and Beef Cattle Show, the Footwear Exhibition and the Artisan Fair. The hanging gardens proved to be one of the main attractions and drew a huge public, adding an incongruous note to the immense stretch of reinforced concrete buildings which characterise the fair. Those pavilions exhibiting furniture were made even more attractive by tall plants and trees with plastic flowers, which twisted and spread over the various floors, holding the attention of the public which was able to pass from one storey to another without having to leave the micro-taxis. These were carried from one floor to another by special lifts.

One of the most important and attractive elements of the fair, at least for the younger visitors, was the «First Steps into Space» exhibition. Concentrating on the astronautical aspects of this subject, the organizers endeavoured to illustrate and explain the more prac-

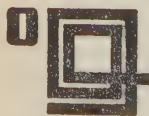
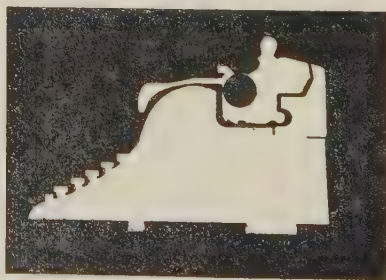
tical side of the problems involved. Covering an area of 1,400 metres, this particular pavilion was divided into four sections. The first contained photographic, plastic and recorded material. There followed an exhibition of books, a documentary section and, finally, a conference room, where those interested in this question could listen to lectures and discuss technical matters and problems relative to space navigation. The «First Steps into Space» exhibition was primarily intended as an introduction to a more scientific and industrial approach to space travel, since it is planned that the 1959 edition of the Milan Fair will deal with this subject much more fully. The organizers also intended that this exhibition should mark the extraordinary progress made in rockets and missiles, which has become apparent during the Geophysical Year, and inform the public of the limitless possibilities which lie ahead with the introduction of space travel.

THE MILAN FAIR FROM 1920 TO 1958

D A T E		Total Exhibitors	Foreign Exhibitors	Visitors	Total Area Sq.mts.	Stands: net area, Sq.mts.
12-27 April	1920.....	1,233	265	—	—	15,736
12-27 »	1921.....	1,942	644	—	200,000	30,000
12-27 »	1922.....	1,487	382	—	270,000	35,000
12-27 »	1923.....	2,366	713	—	270,000	—
12-27 »	1924.....	2,679	835	—	330,840	49,521
12-27 »	1925.....	2,964	772	—	330,840	—
12-27 »	1926.....	3,408	747	—	330,840	57,890
12-27 »	1927.....	3,665	691	—	330,840	75,523
12 April-19 June	1928.....	4,537	611	—	330,840	87,937
12-28 April	1929.....	3,807	687	1,200,000	330,840	79,475
12-27 »	1930.....	4,304	923	1,635,000	330,840	87,589
12-27 »	1931.....	4,394	1,092	1,796,000	330,840	83,439
12-27 »	1932.....	4,554	1,034	1,930,000	330,840	86,568
12-27 »	1933.....	4,622	1,043	1,932,000	330,840	90,169
12-27 »	1934.....	5,012	1,041	2,366,700	330,840	93,025
12-27 »	1935.....	5,220	1,312	2,037,000	330,840	—
12-27 »	1936.....	5,326	1,257	2,015,000	330,840	94,969
12-27 »	1937.....	5,485	1,747	2,267,000	330,840	—
12-27 »	1938.....	5,061	1,363	2,185,000	330,840	—
12-27 »	1939.....	5,088	1,003	2,045,000	330,840	98,853
12-27 »	1940.....	4,116	1,330	2,245,000	330,840	99,168
12-27 »	1941.....	3,780	976	2,000,000	330,840	—
12-27 »	1942.....	3,459	1,012	2,060,000	330,840	—
—	1943.....	—	—	—	—	—
—	1944.....	—	—	—	—	—
—	1945.....	—	—	—	—	—
<i>Closed during second World war</i>						
12-27 September	1946.....	2,519	309	1,061,800	330,840	51,000
14-29 June	1947.....	5,018	1,150	2,490,000	330,840	81,806
29 April-16 May	1948.....	5,446	1,452	3,390,000	330,840	125,000
12-29 April	1949.....	6,554	1,858	3,200,000	334,000	143,400
12-30 »	1950.....	8,428	3,096	3,900,000	334,000	152,920
12-29 »	1951.....	9,173	3,045	4,200,000	334,000	155,000
12-29 »	1952.....	10,393	3,570	4,030,000	390,000	167,253
12-28 »	1953.....	11,486	3,543	4,290,000	390,000	187,258
12-28 »	1954.....	12,336	3,585	4,110,000	400,000	195,394
12-27 »	1955.....	12,738	3,756	4,250,000	400,000	198,800
12-27 »	1956.....	13,153	4,034	4,300,000	400,000	201,287
12-27 »	1957.....	13,082	3,543	4,150,000	400,000	209,890
12-27 »	1958.....	13,315	3,378	4,250,000	400,000	230,025

Such ideas are in direct keeping with the role which the Milan Fair has assumed following the second World War. Its aims are not solely the advertising of progress made in industrial production. This explains the general tendency towards more conventions and discussions for it is hoped that these will bring scientific questions to the fore, which can be better explained through visual and sound explanations. For years now, the organizers of the Milan Fair have increasingly turned their attention to this objective which appears to have every chance of success.

Apart from the general triumph of « Nations' Day », the 36th edition of the Milan Samples Fair also added fresh laurels to its crown with the « Convention on the Use of the Helicopter for Public Services », « the Convention on the European Common Market », the « 3rd Convention on Aeronautics » and the « Convention on Problems of Official Statistics ». These discussions brought together industrial leaders and buyers, and executives of the Italian Central Institute of Statistics, for talks on the many problems arising out of the Common Market and the best methods to be used in their solution.



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TOURISM

Over 14,5 million tourists visited Italy in 1957

The scenic attractions offered by Italy have drawn more and more tourists to the country over the past few years, and official figures demonstrate that the movement has almost tripled from 1951 to 1957. Annual increases are estimated to be 27 %.

During 1957, 14,639,020 *foreign tourists visited Italy*, this being an absolute increase of 1,964,060 over the preceding year, equal to a 15.5 % rise. This percentage increase may not appear very high when compared to those of the past seven years, but a glance at the absolute figures show that a two million increase is the highest for the whole period.

Tab. I - TOURISTS VISITING ITALY FROM 1951 TO 1957.
ABSOLUTE AND PERCENTAGE FIGURES PER ANNUM

Y E A R	No. Foreign tourists	Increase over preceding year	
		Absolute	Percentage
1951	5,405,863	566,584	11.7
1952	6,059,297	653,434	12.1
1953	7,681,870	1,622,573	26.8
1954	9,327,512	1,645,642	21.4
1955	10,786,018	1,458,506	15.6
1956	12,664,960	1,878,942	17.4
1957	14,639,020	1,964,060	15.5

When considering tourist movement, a preliminary examination must be made of the *length of period* spent in the country, so that distinction can be made between *tourists* and *excursionists*, according to whether permanence is over twenty four hours or limited to less than one day. On the other hand, such distinction is extremely difficult and there is little or no possibility of drawing a distinct line between the two. Any estimate is approximative and based on information which is general, to say the least. However, enquiries carried out during the post-war period show that, from 1948 onwards, the proportion of excursionists has increased with the development of the general tourist movement. Such a rise is due to the development in motor road traffic and the minor cost of longer excursions.

Examining transport facilities used by tourists in reaching Italy, it will be found that *road transport* is well in the lead, with 10 million persons in 1957. Rail transport follows, with an increase of 574,766 persons over the preceding year. This latter rise is greater than that registered for road traffic, with respective percentage increases of 17.86

Tab. II – FOREIGN TOURISTS VISITING ITALY.
TOURISTS AND EXCURSIONISTS

Y E A R	Total Foreign Visitors	Tourists	Excursionists	% Excursionists
1948	1,590,033	1,270,000	320,000	20.1
1949	3,401,662	2,400,000	1,001,662	29.4
1950	4,839,279	3,500,000	1,339,276	27.7
1951	5,405,863	3,700,000	1,705,863	31.6
1952	6,059,297	4,100,000	1,959,297	32.3
1953	7,681,870	4,700,000	2,981,870	38.8
1954	9,327,512	5,500,000	3,827,512	41.0
1955	10,786,018	6,200,000	4,586,018	42.5
1956	12,664,960	7,000,000	5,664,960	44.7
1957	14,629,020	7,900,000	6,729,020	45.9

and 15.34. There has been a proportionally slighter rise registered in air traffic, the percentage figures being 3.16 against 3.23 for 1956. However, the absolute increase for air passengers amounted to 52,367, equal to 12.79 %. Sea traffic had an unfortunate year, with a drop of 8,905 passengers against the preceding year.

Tab. III – FOREIGN TOURISTS VISITING ITALY IN 1956 AND 1957.
METHOD OF ENTRY

METHOD OF ENTRY	1956	1957	Increase		% of total movement	
			Absolute	%	1956	1957
Rail	3,218,463	3,793,229	574,766	17.86	25.41	25.93
Road	8,772,944	10,118,776	1,345,832	15.34	69.27	69.17
Sea	264,096	255,191	— 8,905	— 3.38	2.09	1.74
Air	409,457	461,824	52,367	12.79	3.23	3.16
Total...	12,664,960	14,629,020	1,964,060	15.51	100.00	100 —

The most interesting aspect of the tourist movement concerns *nationality* of visitors. An examination of Table IV reveals that the greatest number of tourists came from Germany (3,333,291). German visitors have increased strongly since 1955, but the year 1957 produced a rise of half a million, reaching almost a quarter of the total movement. Considering numerical importance, Austria comes second with 2,258,074 persons, but France holds second place when the absolute increase is examined (389,000), with a total tourist movement of approximately 2,140,000. The various facilities which have been introduced in frontier formalities have certainly contributed towards this increased traffic from France. Fourth place, for size of movement, is held by Switzerland with 2,126,879 tourists and an absolute rise of 174,000 over 1956. These four principal sources are followed by Great Britain with 1,112,597. Particular importance is paid to the

influx of visitors from the United States which, with an increase of 72,000 persons, reached a total tourist movement of 757,000. Although many Americans do not come directly from the United States (the figure includes those who are resident in Europe, the Near and Middle East and members of the American forces in Germany) they make a major contribution towards stabilizing the Italian balance of payments. North American tourists generally spend a longer period in this country, and have a higher level of expenditure since, for the most part, they live in luxury hotels or, at least, in those considered under Category 1.

There is a gap between the countries already mentioned and Holland, Belgium, Denmark, Sweden, Canada, Spain and Greece, although the number of tourists arriving in Italy from these states is considerable. But an equally important role is played by such countries as Norway, Yugoslavia and Australia, although none of them has surpassed 100,000 units. Only two nations have shown any contraction: Egypt

Tab. IV - FOREIGN TOURISTS VISITING ITALY IN 1956 AND 1957
DIVIDED ACCORDING TO NATIONALITY

NATIONALITY	1956	1957	Variations		% of Total
			Absolute	%	
Austria	2,060,483	2,258,074	197,591	9.59	15.44
Belgium	420,508	476,666	56,158	13.35	3.26
Denmark	230,782	251,579	20,797	9.01	1.72
Finland	35,476	35,864	388	1.09	0.25
France	1,750,560	2,139,740	389,180	22.23	14.63
Germany	2,796,945	3,333,291	536,346	19.18	22.79
Great Britain	954,017	1,112,597	158,580	16.62	7.61
Greece	87,927	113,401	25,474	28.97	0.78
Ireland	39,804	43,322	3,518	8.84	0.30
Yugoslavia	56,197	88,622	32,425	57.70	0.61
Luxembourg	54,786	66,367	11,581	21.13	0.45
Norway	90,679	99,960	9,281	11.02	0.68
Low Countries	485,179	600,539	115,360	23.78	4.11
Portugal	24,206	34,255	10,049	41.51	0.23
Spain	83,645	114,045	30,400	36.34	0.78
Sweden	213,802	218,769	4,967	2.32	1.50
Switzerland	1,952,595	2,126,879	174,284	8.93	14.54
Turkey	30,334	33,580	3,246	10.70	0.23
Other European Countries	104,171	158,513	53,802	51.38	1.08
Egypt	18,948	16,799	- 2,149	- 11.34	0.11
South Africa	42,412	48,016	5,604	13.21	0.33
Canada	106,755	121,940	15,185	14.22	0.83
United States	684,412	756,938	72,526	10.60	5.17
Argentina	37,612	34,987	- 2,625	- 7.00	0.24
Brazil	31,229	35,420	4,191	13.42	0.24
Venezuela	18,206	22,173	3,967	21.79	0.15
India	13,742	14,017	275	2.00	0.09
Pakistan	6,793	9,410	2,617	38.52	0.06
Australia	70,388	77,602	7,214	10.25	0.53
New Zealand	19,525	24,109	4,584	23.48	0.16
Other non-European Countries	142,302	161,546	19,244	13.52	1.10
Total ...	12,664,960	14,629,020	1,964,060	15.51	100.00

and Argentina. This is not very great, however, since the figure does not exceed 2,000.

Following the *seasonal movement*, it will be noted that figures follow the classical trend. Highest influx is registered in August, a sharp rise in March-May and again in November-December, with the highest prolonged period stretching from July to September.

Other complementary factors, but closely connected to the tourist movement, are to be found in Table V; *sales of petrol vouchers, sojourn tax, visitors to museum, Cultural Institutes, etc.*

Tab. V -- COMPLEMENTARY STATISTICS ON TOURISM

I T E M	1956	1957	% increase
Petrol vouchers sold to foreign motorists			
Income from petrol vouchers, thousands of lire	104,575,535	133,483,265	+ 27.6
Sojourn tax-thousands of lire	9,589,043	13,280,831	+ 38.5
No. visitors to museums, institutes, etc.:	1,417,676	1,603,988	+ 13.1
— State owned	7,965,634	8,546,256	+ 7.3
— Private	7,807,452	8,440,517	+ 8.1

In particular, petrol vouchers sold to foreign motorists during 1957 rose to 133,483,265 litres, an increase of 29 million litres, equal to 27.6 %. This amounts to the considerable figure of 13,281 million lire. The majority of sales were made in Germany.

There has also been a rise in the sojourn tax, which reached a total figure of 200 million lire, a 13 % increase over 1957. The number of persons visiting museums and cultural and art institutes (State owned) rose by 7.3 % over 1956.

IMPORTANT NOTICE

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FORTHCOMING EVENTS IN ITALY

Any season brings many tourists to Italy. These visitors may find added pleasure if they are able to see something of the folklore, cultural, artistic, religious and sporting aspects of Italian life. The following calendar of the most important forthcoming events will help visitors to plan their stay to the best advantage.

OCTOBER 1958

Republic of San Marino: Entry of the Regent Captains (this is the solemn ceremony in 16th century costume when the Regent Captains who exercise the Executive Power of the Republic are installed).

Assisi (Perugia): Feast of St. Francis (commemorates the death of the Saint, on 4th October 1926. Every year in turn the regions of Italy donate the oil that feeds the votive lamp on the Tomb of the Saint).

Bari, Lecce, Salerno: 2nd International Congress of Speleology (5th-12th).

Genoa: Christopher Columbus Celebrations (a series of artistic and sports events and congresses organized to commemorate the discovery of America) (5th-12th).

Marino (Rome): Grape Festival (one of the most interesting festivals of its kind in Italy. On this occasion, the main Fountain of the town spurts out wine).

Turin: 8th International Salon of Technology (it includes the exhibition of mechanics and the salon of agricultural machinery, the salon of plastic materials, the exhibition of film, photographic and optical technology, and an exhibition of artistic photography).

Genoa: 6th International Communications Congress in the San Giorgio Palace (it forms part of the Christopher Columbus celebrations, and a prize is awarded to the best work relative to the theme of the congress) (7th-12th).

Verona: International Autumn Horse and Cattle Fair (12th-15th).

Venice: 29th International Art Biennial Exhibition, until the 19th (from 14th June).

Bologna: Exhibition of 17th century painting in Emilia, in the Archiginnasio Palace, until the 31st (from 1st September).

Verona: Exhibition of works by Pisanello, until the 31st (from 1st July).

Bergamo: Autumn Festival of Opera and New Plays.

Palermo: Concert season at the Massimo Theatre.

— 6th International Horse Show, at the Favorita grounds.

Rome: Exhibition of painting and sculpture in Via Margutta.

Trento: 7th International Festival of Mountain and Exploration Films.
— International Exhibition of Alpine Photography.

Vercelli: International «G. B. Viotti» Music Contest.

NOVEMBER 1958

Lecco (Como): 37th 100-km. (62 miles) Walking Race (this is one of the classic European walking races, together with the London-Brighton-London race) (1st).

Bergamo: «Baratti» relay cycle trophy.

Turin: 40th Motor Show (one of the most important motor shows in the world. It is held at the Exhibition Palace in the Valentino Park) (5th-16th).

Venice: Feast of the Madonna della Salute (religious celebration commemorating the cessation of the plague in

1630, resulting in the construction of the church of the same name) (21st).

Milan: 36th International Cycle and Motor-cycle Exhibition, from the 29th (until 9th December).

Bologna: Opera season at the Municipal Theatre.

Catania: Opera season at the Massimo Bellini Theatre.

Milan: Concert season at the Scala Theatre.

Naples: Concert season at the San Pietro a Maiella Conservatoire.

— Season of symphony concerts at the San Carlo Theatre.

Palermo: Concert season at the Massimo Theatre.

Rome: Concert season at the Argentina Theatre.

— Concert season at the Eliseo Theatre.

Treviso: Opera season of San Martin of Treviso, at the Municipal Theatre.

Trieste: Opera season at the Verdi Theatre.

DECEMBER 1958

Reggio Calabria: Exhibition of the Reconstruction of the City during the fifty years, following the disaster on 28th December 1908 (1st-31st).

Milan: Opera season at the Scala Theatre (this is one of the world's most famous opera houses, and was built by Giuseppe Pier Marini in 1776) from the 7th (until April 1959).

— 36th International Cycle and Motor-cycle Exhibition (see November) until the 9th (from 29th November).

Loreto (Ancona): Translation of the Holy House «La Venuta» (Great bonfires are lit during the night throughout the Marche countryside. Solemn religious services are held inside the Sanctuary and in the square in front of it) (10th).

Syracuse: Feast of Santa Lucia (it commemorates the martyrdom of the Saint, who was killed on 13th December,

1304. The population takes part in a solemn procession) (13th).

Naples: Traditional festivities in honour of San Gennaro, patron saint of the city (a religious event commemorating the miracle of the liquefaction of the Saint's blood; it is of folklore interest due to the particular local setting) (16th).

Milan: Opera season at the Piccola Scala Theatre from the 26th (until February 1959).

Rome: Opera season at the Opera House from the 26th (until May 1959).

Rapallo (Genoa): 5th National Festival of 16 mm. Films (26th-30th).

Florence: Opera season at the Municipal Theatre.

Milan: Concert season at the Scala Theatre.

Naples: Opera season at the San Carlo Theatre.

CALENDAR OF POLITICAL EVENTS

JULY 1958

1. - Amintore Fanfani makes an official visit to the Quirinal and offers President Gronchi a list containing the names of ministers he is prepared to include in a new Cabinet.

President Gronchi signs a decree accepting the resignation of Prime Minister Adone Zoli and his Government, offered on June 19. He signs decrees appointing Fanfani as new Prime Minister and approving the new ministers. This new Cabinet is as follows: Prime Minister and Minister for Foreign Affairs: Amintore Fanfani; Deputy Prime Minister and Minister of Defence: Antonio Segni; Minister for the Southern Italy Development Fund and the Underdeveloped Areas: Giulio Pastore; Minister for Administrative Reform: Camillo Giardina; Parliamentary Liaison: Dino Del Bo; Minister of the Interior: Fernando Tambroni; Minister of Justice: Guido Gonella; Minister of the Budget: Giuseppe Medici; Minister of Finance: Luigi Preti; Minister of the Treasury: Giulio Andreotti; Minister of Public Instruction: Aldo Moro; Minister of Public Works: Giuseppe Togni; Minister of Agriculture: Mario Ferrari Aggradi; Minister of Transport: Armando Angelini; Minister of Post and Telecommunications: Alberto Simonini; Minister of Industry and Commerce: Giorgio Bo; Minister of Labour: Ezio Vigorelli; Minister of Foreign Trade: Emilio Colombo; Minister of the Mercantile Marine: Giuseppe Spataro; Minister of State Participations: Edgardo Lami Starnuti; High Commissioner of Public Health: Vincenzo Monaldi (1).

2. - The Prime Minister, Amintore Fanfani, and the members of his Cabinet are sworn in before President Gronchi.

3. - The Cabinet holds a meeting to appoint new Under-secretaries (2).

4. - The Speaker of the Senate, Merzagora, and the Minister for Parliamentary Liaison, Del Bo, meet at Palazzo Madama to discuss procedure relative to the presentation of the new Government to Parliament.

- President Gronchi sends the following telegram to President Eisenhower to mark Independence Day: « I send my most cordial good wishes to you on this national holiday together with those of the Italian people, expressing sincere hopes for the greater prosperity of our great ally and friend, for the success of all common action undertaken and for the spreading of those principles of peace, democracy and defence of freedom which alone will lead to lasting brotherhood among peoples ».

9. - The Prime Minister explains his Government's programme to the Senate and the Chamber of Deputies.

12. - After a lengthy debate, the Senate approves the new programme by 128 votes in favour, 111 against and 2 abstentions.

19. - The Chamber of Deputies approves a vote of confidence in the Government, with 295 votes in favour, 287 against and 9 abstentions.

24. - The Cabinet approves a lengthy report by the Prime Minister and Minister for Foreign Affairs, Amintore Fanfani, relative to events in the Middle East and Italy's action in favour of peace and the maintenance of security at the United Nations and within the framework of the Atlantic Alliance. Ministers also

(1) See also: *The Fanfani Cabinet* - on the preceding pages 2269-2278.

(2) Presidency of the Council of Ministers: Antonio Mazia (as Secretary of the Council), Egidio Ariosto and Gustavo De Meo; Foreign Affairs: Giuseppe Lupis and Alberto Folchi; Interior: Crescenzo Mazza and Antonio Romano; Justice: Lorenzo Spallino; Budget: Athos Valsecchi; Finance: Salvatore Mannironi and Lorenzo Natali; Treasury: Emanuele Guerrieri, Mario Riccio and Angelo Salizzoni; Defence: Giuseppe Caron, Edoardo Martino and Carlo Russo; Public Instruction: Angelo Di Rocco and Giovan Battista Scaglia; Public Works: Guido Ceccherini and Tommaso Spasari; Agriculture and Forestry: Luigi Angrisani and Giuseppe Garlato; Transport: Dario Antoniozzi and Virginio Bertinelli; Post and Telecommunications: Umberto Delle Fave; Industry and Trade: Eugenio Gatto and Filippo Micheli; Labour and Social Services: Ferdinando Storchì and Benigno Zaccagnini; Foreign Trade: Giovanni Spagnoli; Mercantile Marine: Italo Giulio Caiati; State Participations: Fiorentino Sullo.

approve a new Bill pertaining to modifications to the present structure of the Presidency of the Council of Ministers.

26. - The French Minister for Foreign Affairs, Couve de Murville, arrives in Rome for talks with the Prime Minister, Amintore Fanfani. At the conclusion of their discussions, both statesmen inform the press of their complete satisfaction over the results of the talks which have, once again, demonstrated the level of friendly relations between France and Italy.

27. - The Prime Minister leaves for New York to meet President Eisenhower.

30. - Important talks at the White House. An official communique, issued at the end of discussions, states: «The President of the United States, the Prime Minister of the Republic of Italy, who is also Minister for Foreign Affairs, and the American Secretary of State have concluded conversations lasting two days during which they discussed matters of

reciprocal interest to their countries. In an atmosphere of understanding and friendship, they examined the current world situation, including the Middle East, and problems relative to a possible summit meeting within the framework of the United Nations. The President of the United States, the American Secretary of State and the Italian Prime Minister, Amintore Fanfani, exchanged impressions on the latest developments in the Middle East, and reached a reasonable agreement on future action. They also agreed upon the importance of Italy's position in the Mediterranean and the Middle East».

31. - The Italian Prime Minister, Amintore Fanfani, accompanied by the Italian Ambassador, Manlio Brosio, arrives at New York airport, where he is greeted by numerous American leaders. Later in the day, he visited the U.N.O. where he had a meeting with the Secretary General, Dag Hammarskjöld.

AUGUST 1958

1. - The Prime Minister, Signor Amintore Fanfani leaves for London for talks with the British premier, Mr. Harold Macmillan and the Foreign Secretary, Mr. Selwyn Lloyd, on questions relating to the Middle East.

2. - Mr. Fanfani leaves London for a meeting with Chancellor Konrad Adenauer. The communiqué issued at the end of the talks observes: «Problems and questions posed by the current Italian political situation have been discussed by the two Government leaders, in an atmosphere of friendship and understanding and according to the demands of the spirit of collaboration existing between the German Federal Republic and Italy».

«The Chancellor and the Italian Prime Minister are of the opinion that reciprocal consultation is the basis for improvements in the current world situation and relations between the two countries. Both are convinced that, with healthy economic conditions, certain tendencies which threaten the independence of the free peoples can eventually be overcome».

«Chancellor Adenauer and Prime Minister Fanfani have agreed to continue their exchange of opinions through normal diplomatic channels and within the framework of the North Atlantic Treaty, considering that this is the best way to contribute towards the improvement of the political and economic level of the free nations».

4. - The Italian Prime Minister, Signor Fanfani, returns to Rome and reports to President Giovanni Gronchi on the outcome of his talks in Washington, London and Bonn.

5. - The Secretary General of the North Atlantic Treaty Organization, Mr. Spaak, holds private talks with President Gronchi. He later has a meeting with the Prime Minister, Signor Fanfani. The following communiqué is issued on completion of discussions: «During talks between Mr. Spaak and Signor Fanfani, an examination was made of the chief political problems of interest to the Atlantic Alliance».

«The relationship between these problems and the current world situation was also discussed. The role of the Atlantic Pact in the maintenance of peace and the guarantee of the security of the free nations has been, once again, recognised and approved».

6. - The Italian Cabinet meets to hear a report from the Prime Minister on events in the world political situation and Italy's role in Rome talks with the French Foreign Minister and President Eisenhower and the Secretary of State, Mr. Dulles in Washington. The Cabinet also hears points discussed with the Secretary General of the United Nations, Mr. Hammarskjöld, in New York, with the British Prime Minister, Mr. Macmillan and the Foreign Secretary Mr. Selwyn Lloyd in London, and Chancellor Adenauer and Foreign Minister Von Brentano in Bonn. Main objective of all these talks has been a method of enabling member States of the Atlantic Alliance to find a suitable solution, within the framework of the United Nations, to the crisis in the Middle East.

The deputy premier, Signor Segni, and Minister Vigorelli, on behalf of their colleagues in the Cabinet, thank the Prime Minister for his report, express their approval and pleasure over even closer relations between Italy and her allies, and add that they hope that meetings today with the Secretary General of N.A.T.O. and on Thursday and Friday with General De Gaulle in Paris, will enable suitable security measures to be agreed upon. Expressing the hope that an economic assistance plan for the development of the Middle East States can be adopted, members of the Cabinet then give their full approval to the Prime Minister's report.

7. - The Prime Minister leaves for Paris for meetings with General De Gaulle. Subsequent talks embrace the current world political situation and Middle East problems.

11. - President Gronchi officially accepts an invitation to visit Brazil from President Kubitschek. His departure is arranged for early September.

14. - President Gronchi signs a decree appointing Senator Monaldi, former High Commissioner for Public Health and Hygiene, as Minister of the new Government department.

29. - Publication of the official programme which President Gronchi will follow during his visit to Brazil. The President is due to arrive in Rio de Janeiro on September 4, on which day he will open official talks with President Kubitschek.

President Gronchi receives an official visit from the Prime Minister, Signor Fanfani. The Prime Minister also holds talks with the deputy premier, Signor Segni, and the Ministers of the Treasury, Finance and Agriculture, on matters concerning their Departments.

30. - Cabinet meeting, during which the Prime Minister congratulates Senator Monaldi, the new Minister for Public Health, on his appointment. The Cabinet then approves nomination of Angela Gotelli - the only woman in the present Cabinet - as Undersecretary to the new Ministry (see pages: 2279-2284).

An official communiqué observes: «The Cabinet later heard a report from the Minister for Foreign Affairs, Signor Fanfani, dealing with the recent extraordinary assembly of the United Nations, and fully approved the behaviour of the Italian delegation. The principles sustained by Italy received further approval in a speech made by President Eisenhower, and were included in the final motion of the assembly».

«The Cabinet expresses the hope that the efforts made by the Secretary General of the United Nations will speedily lead to peace and understanding in the Middle East and the development of the States concerned».

31. - The Prime Minister, Signor Amintore Fanfani, visits Cadenabbia for general discussions with Chancellor Adenauer who is now in Italy on a short vacation. Signor Fanfani welcomes the Chancellor in the name of the Italian Government and people, and offers him a painting as a souvenir of his visit to this country.

CONVERSION TABLES

LENGTH

1 mm =	0.03937 ins.
1 cm =	0.3937 ins.
1 m =	39.37 ins.
1 m =	3.281 feet.
1 m =	1.0936 yds.
1 km =	0.62137 Statute miles.
1 km =	3,280.8 feet.
1 km =	0.5396 nautical miles.

SURFACE

1 mmq =	0.00155 sq. ins.
1 cmq =	0.155 sq. ins.
1 mq =	10.764 sq. ft.
1 mq =	1.196 sq. yd.
1 kmq =	0.3861 sq. mi (Statute)
1 kmq =	247.1 acres.
1 ha =	2.471 acres.

WEIGHT

1 hg =	3.527 oz (avoirdupois)
1 kg =	2.2046 lbs (avoirdupois)
1 kg =	35.27 oz (avoirdupois)
1 q =	220.46 lbs (avoirdupois)
1 t =	0.98421 tons (long-ton-G.B.)

CAPACITY

1 mc =	35.314 cu. ft.
1 mc =	1.308 cu. yd.
1 mc =	264.18 gals (U.S.A. 231 cu.in)
1 mc =	220.09 gals (Imperial gallon)
1 l =	35.21 fl. oz (G.B.)
1 l =	0.22009 gals (Imp.)
1 hl =	22.009 gals (Imp.)

TEMPERATURE

Fahrenheit = (Centigrade x 1.8) + 32.

Centigrade = (Fahrenheit - 32) x .555.

N. B. - mm = millimetre
 cm = centimetre
 m = metre
 km = kilometre

hg = hectogramme l = litre
 kg = kilogramme hl = hectolitre
 q = quintal
 t = ton

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